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The BOSCHPLAN, Amsterdam. A photograph of the model and below drawings from one of the popular reports on the scheme



# JOURNAL OF THE ROYAL INSTITUTE *of* BRITISH ARCHITECTS

VOL. 45, 3RD SERIES

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## Journal

### THE REGISTRATION BILL

Members will have been delighted with the news that the third reading of the Registration Bill was passed by the House of Commons by the generous margin of 166 votes to 32 on Friday, 13 May. The Bill now goes to the House of Lords (and finally, if any amendments are inserted by the Lords, will return to the Commons before its enactment).

### A.R.P. CONFERENCE

The first Structural A.R.P. Conference will be held at the R.I.B.A. on 13, 14 and 15 June. The Home Secretary has consented to open the conference at the Inaugural Meeting which will be held at 8 p.m. on Monday, 13 June, and at which two short papers will be read. The next two days will be occupied by an Instructional Course, the meetings of which will begin at 10 a.m. and 2 p.m. daily. The lecturers will be Mr. T. E. Scott [F.] and Mr. E. L. Bird [A.], who have represented the R.I.B.A. on a special Home Office Committee during the past two years. *Members wishing to attend the Course of Instruction must apply in writing beforehand* as accommodation will be limited. Early application is advisable. Admission to the conference has been extended to all registered architects, in addition to all classes of members of the R.I.B.A. and its allied and associated societies.

The conference will be the first occasion on which the official A.R.P. recommendations regarding structural precautions, including the design of shelters, will be published. The material collected by the A.R.P. Department for the long-awaited "Handbook No. 5" has been placed at the disposal of the lecturers. The subjects for instruction and discussion will include methods and effects of attack and precautions in general terms, general recommendations in building practice, provision of shelter accommodation in new and existing buildings and consideration of special types of building.

### THE BRESSEY REPORT

The long-awaited report by Sir Charles Bressey on the Highway Development of London was published on Monday last. A first comment on the proposals by Mr. W. R. Davidge is printed in this JOURNAL with a reproduction of the central area map and some extracts from the text of the report.

Sir Charles Bressey was appointed in December 1934 by the then Minister of Transport, Mr. Leslie Hore-Belisha, to make his survey with Sir Edwin Lutyens as architectural consultant. The actual terms of their appointment were "To study and report on the need for improved communications by road (including the improvement and re-modelling of existing roads) in the area of Greater London, and to prepare a Highway Development Plan for that area, incorporating, so far as is practicable and desirable, schemes already planned or projected."

The plan of central London is probably too "set" to allow radical replanning on the scale of Haussmann's replanning of Paris, and some of those who may have hoped for grand central London boulevards may be disappointed in a scheme which at first sight seems to satisfy none of these ambitions, but Sir Charles has not been niggardly in his proposals, which, if they are carried out, will involve more widespread building work than has ever before been contemplated in London in fulfilment of any planned development. Within a two and a half mile radius from Trafalgar Square almost forty new traffic roundabouts are proposed or revisions of existing roundabouts which will involve almost complete rebuilding of the adjacent properties. Within the L.C.C. area 123 miles of new roads are proposed and outside it 388 miles. These and the works they will imply are enough to put the architectural profession on its mettle. We can only hope that when the time comes for the execution of the scheme the architects will be given opportunities to contribute their own expert share in its planning and execution, and to

redress the balance in favour of architectural amenity of a scheme conceived solely on the basis of *traffic*, which, however important, is one feature only of a city's life and structure.

#### ONCE MORE THE ARCHITECTS' BENEVOLENT SOCIETY

The A.B.S. annual meeting was held on 3 May, when Mr. Goodhart-Rendel moved the adoption of the annual report, which showed that the Society would be overdrawn by £1,000 at the end of the year unless more support was received. We cannot do better in representing the urgency of the A.B.S.'s appeal than reproduce a large part of the President's speech and commend it to the very earnest good-will of members of the profession.

"The Architects' Benevolent Society is drifting towards the rocks. The accounts for 1937 showed a deficit, and if things go on as they now are going the accounts for 1938 will show a larger one. Not a penny is wasted in the running of the Society; the deficit, therefore, must, if it be not met, result in the refusal and perhaps the discontinuance of grants. Your and my forgetfulness of the Society's especial need might let some man or woman sink whom we could easily have helped to safety.

"Now from the Society's point of view British architects are divided into three classes—those that subscribe all they can to its funds, those that subscribe less than they might, and those that do not subscribe at all. Those in the first class have nothing to fear from their consciences, whether their subscriptions be in guineas or in shillings. May God reward them!

"Among the second are many who will, I hope, increase the amount of their subscription gladly when they realise the urgency of the Society's need. I expect that my own conduct has been typical in this class. I received an appeal some years ago, I looked through the list of subscribers to see what was the conventional subscription for men of what I believed to be my standing, and I started an annual habit of paying that sum without giving the matter a further thought. I admit that this course showed lack of imagination, since upon an architect, architects and their dependents have a particular claim. But I thought that there was no particular need, as, indeed, I went on thinking until I inquired into the Society's finance in preparation for this meeting.

"Gentlemen, there is a particular need, which we must do our best to supply. I beg those whose subscription, whether by banker's order or otherwise, has become limited by routine to a less sum than they can spare, I beg those to go into the matter without delay and put it right.

"Human nature being what it is, I suppose that there must be some subscribers in this second class, who

give less than they might, because they grudge giving away any money at all. Them no words of mine can touch, but I hope that they are very few. Nor do I believe that there need be very many of these in the enormous band of non-subscribing members of the Institute and its allied societies that make up the third class. It has been computed that there are nine such non-subscribers to every subscriber whose name appears in the Society's list. If each of them gave half a crown our income from subscriptions would be more than doubled, and we all must use our wits to devise some means of calling their attention to the Society's need. I know that personal appeals are tiresome things to make, but they are immeasurably more effective than public ones, so that I feel justified in asking everyone here to lose no opportunity of inducing new subscribers to come forward. Suggestions of other ways in which the number of subscribers can be increased will always be most welcome.

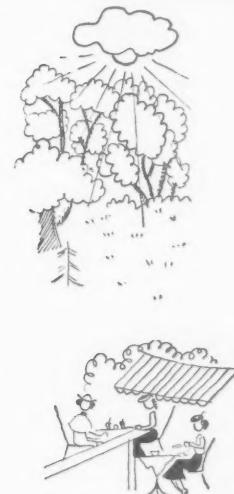
"Applications increasing, deficit increasing: that is the distressing situation I have been compelled to call to your notice. I am confident that we are able to do something about it, and being able I am confident that we shall. But the need of doing it soon is vital, and I have therefore added no other matter to my speech this year that could weaken its force as a simple urgent appeal."

\* \* \*

#### MAINTENANCE SCHOLARSHIPS

The R.I.B.A. offer for award in July 1938 Houston Maintenance Scholarships to a total value of £100 in all. The value of the scholarships will depend on the financial circumstances of the parents or guardians of the candidates. Parents or guardians are required to furnish particulars, on the proper form, of their financial position. The Houston Maintenance Scholarships are for the purpose of providing educational and maintenance allowances for the sons of architects or artists who may be, or at the time of their death were, in impecunious circumstances, whether such architects or artists are alive or dead.

The scholarships will be tenable in the first instance for one year and renewable for two further periods of one year each upon reports of satisfactory progress. The tenure of the scholarships will depend on the length of time the student has to spend at a School of Architecture. Students who are already taking a course at a recognised school are also eligible to apply. The scholarships are available for applicants residing in Great Britain. Particulars and application forms may be obtained on application to the Secretary to the Board of Architectural Education of the R.I.B.A., 66 Portland Place, London, W.1. The closing date for the receipt of applications, duly completed, is 20 June 1938.



A general plan showing the relation of the park to the city of Amsterdam. At the side are two of Miss Wijdeveld's drawings from one of the popular handbooks

## THE AMSTERDAM BOSCHPLAN

In this country there seldom occurs the opportunity to lay out a large park *de novo*. Large tracts of open space may be presented to the National Trust or a private estate may be left to the local municipality, but with these there is little to be done except to ensure that the land shall be kept much as it is, and a carefully considered plan may involve no more work than the judicious laying out a few paths to lead the visitor to notable beauty spots or vantage points.

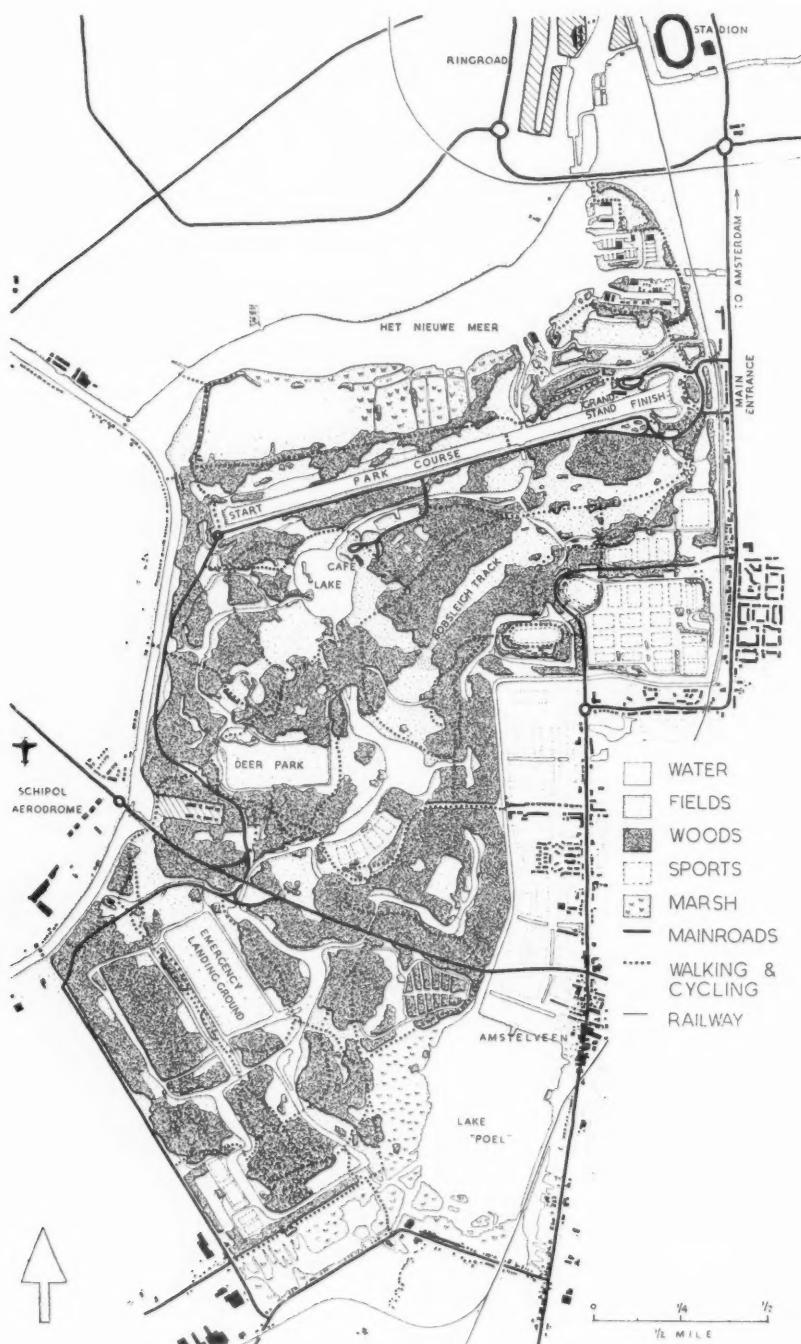
Given a nondescript tract of land with few trees and no particular physical characteristics, how should it be laid out to give the maximum amount of pleasure to all shades of public taste? In spite of its rarity the problem is an interesting one, and it is therefore felt that what appears to be a remarkably successful solution is worth describing at some length.

The site chosen is in the suburbs of Amsterdam, and consists of polder land—flat, treeless, below sea level, and, to the English eye, quite uninteresting—but it seems more than probable that this land, when the work now in progress has been completed, will become one of the most successful public parks in Europe, both to the public, who will take it at its face value and merely enjoy using it, and to the architect, who will have the added pleasure of being able to appreciate its imaginative layout.

Since 1870, the population of Amsterdam has roughly trebled, and there are now approximately 800,000 inhabitants for whom there is available only about 400 acres of parks and public open spaces apart from a nature reserve some 15 miles from the centre of the town, which is only within regular reach of a small percentage of the population, and even then only at week-ends and holiday times. The City Council felt, therefore, that there was an urgent need for a recreational area within immediate reach of the townsman—a place where he could easily go after the day's work, and where the schoolchild could spend free afternoons, and where families could spend the day after a short journey costing only a few pence.

As far back as November 1928 the City Council decided to earmark for afforestation the land in the polders or low-lying land reclaimed from the sea of Buitendijk, Buitenveld, Rietwijk, Schinkel and Kleine Noord, including all the old peat lands and catchment areas beside the Nieuwe Meer and the Poel, the nearest part of which is only about three and a-half miles from the centre of Amsterdam. In January 1929 a committee was formed and its final report was published in May 1931. This report was framed in general terms and was not intended to serve as a full design programme. The work was then taken over by the

23 May 1938



*A general plan, drawn by R. M. Torrens, from plans and data supplied by the Amsterdam Department of Public Works*

Amsterdam Public Works Department by the town-planning section of which the detailed plans were prepared under Mijnheer C. van Eesteren. The execution of the scheme was in the hands of the department's "Utility Works." Both sections received help from the horticultural section. This is in fact a municipal scheme in all respects.

#### ACQUISITION OF SITE AND COSTS

Compulsory orders were made for the purchase of the land, and the work was started as soon as possible because the whole scheme was partly for the relief of unemployment, and would provide work for approximately 1,000 men for a period of five years. The cost is estimated at 18,640,000 guilders (£2,100,000), this figure including 5,430,000 guilders (£606,000) for the site. These figures may be considered a little on the high side, but it should be remembered that as much of the work as possible is carried out by unskilled unemployed labour.

#### THE SITE

The polders lie between the canal which encircles the Haarlemmer Meer and the Amstelveen Road, and since they thus lie between the Olympic Stadium and the Schiphol airport are excellently placed in relation to two of Amsterdam's existing recreational centres. The main entrance to the park is only half a mile from the large square in front of the Stadium. The total area of the site is 2,212 acres, about three and a-half times the size of Hyde Park and Kensington Gardens put together or about the same as Richmond Park or the Bois de Boulogne.

#### WATER LEVELS AND DRAINAGE

British architects and town-planners will certainly be most interested in the *Boschplan* as the largest and probably the most ambitious scheme ever proposed by a municipality to provide fully equipped recreational facilities for all types and classes of its citizens; but before some of the architectural and general planning features are dealt with in detail some attention should be given to the peculiar problems of a Dutch site where most of the land is devoid of salient topographical features and which necessitates expensive and complicated drainage work before ever the surface planning can be undertaken.

The summer water-levels of the polders were 4.60 to 4.70 metres below Amsterdam level, and more than 13 feet below sea-level, with a ground water-level too high for the successful growth of trees. As a problem in hydraulic engineering, the situation is now changed, since the whole park has been made into a single polder with its own drainage system and a lowered water-level.

The differences in level, though small in comparison with those in hilly country, are a very important feature in the design. Differences in level amounting to 4.5 metres already existed between dykes, the Burge-meester Colijn Road connecting Amstelveen and the Schiphol and the polder, while a more important, and

for polder land very lofty, hillock is to be raised with the help of the soil dug from the ponds. This hill, strikingly located in the plan, will dominate even the neighbouring buildings on Amstelveen. The levels are as follows :—

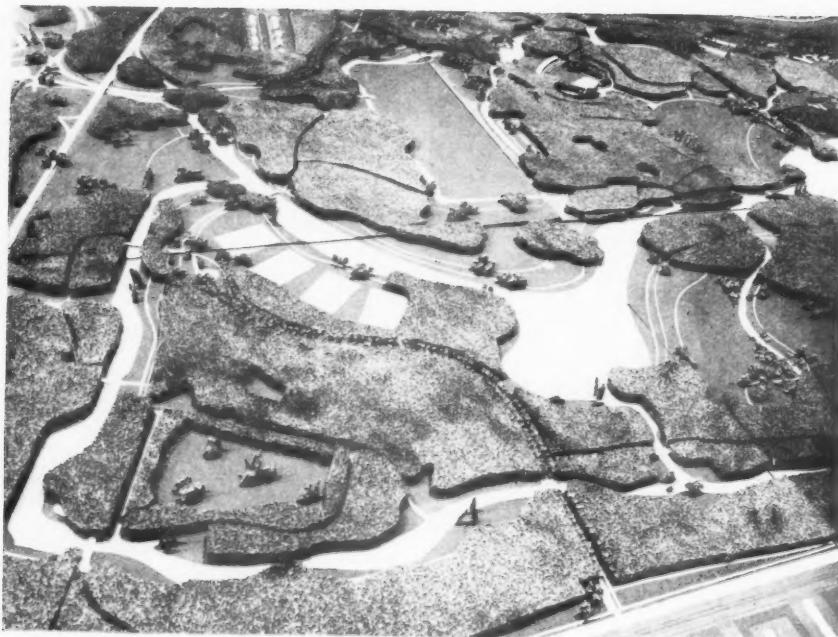
	Below Amsterdam Level
	Metres
Average level of polder land ..	4.00
Average level of catchment area in	
the north .. .. .. ..	.30
Surface level of ponds .. .. ..	5.50
" " boat race course ..	4.50
" " Nieuwe Meer ..	.60
" " Amstelveen Poel ..	1.50
	<i>Above Amsterdam Level</i>
Average level of surrounding dykes ..	.50
Level of hill-top .. .. ..	11.00

#### THE LAYOUT

These differences in ground level constitute an important factor in the division of the area, which is further affected by the following considerations.

The boat-race course, a canal 2,200 metres long (2,406 yards) which ought to run east and west, could be placed only in the northern part of the polder area. By placing this piece of water near the northern dyke-belt, an excellent link was obtained between the course itself, with its landing stages, grandstands, and car parks, and the main entrance (see plan opposite). The dyke slopes now serve as natural stands, while the growing trees shelter the course. There are however certain disadvantages in this position; for instance, boats, after passing the Nieuwe Meer lock, must pass another small lock, or over rollers, before they can reach the ponds in the park, and the canal is an obstacle to pedestrians and cyclists, whose obvious access to the park from the direction of Nieuwe Meer is cut off; this difficulty is partly overcome by the provision of a ferry half-way along the course. Because of this the main entrance on the Amstelveen Road, north of the Olympic Stadium at the eastern end of the boat course, becomes extremely important, and is indeed a vital element in the design.

A second factor affecting the plan was the Burge-meester Colijn Road, which forms the existing connection between Amstelveen and the Schiphol via the dyke round the Schinkel polder; this can be clearly seen passing as a more or less straight line across the lower half of the plan. This inter-urban road might well have constituted a barrier in the park had not its elevation allowed both land and water traffic to pass beneath it at various points. By modifying the dyke slopes, a very beautiful line has been given to the road, so that it causes no unpleasant interruptions. To the south of this line the wood assumes a more restful character being divided from the area to the north, between the race-course and the Colijn Road, where the principal recreation centres lie.



*Two photographs of the model. The upper picture shows part of the boat-race course and in the left-centre one of the yachting lakes and the main restaurant*

*The lower picture shows, on the left, part of the Amstelveen-Schiphol high-level road which crosses the park, at top-centre the emergency landing-ground and deer-park and below a section of the lakes and woodlands*

Owing to the nearness of the Schiphol Aerodrome two emergency landing grounds were required. These are big oblong fields, one to the south of the boat-race course and one in the Schinkel polder, but they are not wasted, one being used as a deer park and the other as pastureland.

On the south side of the main entrance and bordering on the Amstelveen Road, about 75 acres are allotted to sports grounds of various kinds, near which all facilities for riding are provided by a riding school, from which bridle paths, about 8 miles in length, are threaded through the woodlands and park.

The Big Pond will be the point most frequented by visitors. On the north side are grouped together the restaurant, the open-air theatre, ornamental gardens and small meadows among the trees. On the south side is a games ground of nearly 74 acres, well drained and so always serviceable. Adjoining this last are a big paddling pool and sandpits for the children.

This central area of the park is intersected by strips of meadow uniting at the Hill and forming a connecting link between the various features. These meadows are meant for quieter games, though here and there spaces are arranged for the organized games.

The whole area is divided up approximately thus:—

*Public Recreation Grounds*

	Acres
Aquatic sports centre, Nieuwe Meer	37
Boat-race course	148
Sports grounds	74
Riding school, Big Pond, games ground, paddling pool, restaurant and environs	173
 Meadows	 210
Woods	990
<i>Parts reserved from public access</i>	
Emergency landing grounds and odd corners	136
Amstelveen Poel	160
Catchment areas	284
 Total	 2,212

The 1,632 acres open to the public consist therefore of 990 acres of woodland, 210 acres of quiet meadows, and 432 acres for active sports.

**DENSITIES**

The so-called "maximum capacity" of the park, *i.e.*, the probable and possible number of visitors at any one time on a fine Whitsunday or a hot Sunday during the holidays has been roughly estimated to be about 74,000 people, divided among the various activities as follows:—

On the water, taking the Aquatic Sports centre at Nieuwe Meer as point of departure . . . 5,000

Round the boat-race course, on paths and slopes and partly in, and on, the water	. . . 5,000	
On the sports grounds and by the riding school	. . . 5,000	
Restaurants and open-air theatre, in and around	. . . 3,000	
On the big games ground and in and around paddling pool	. . . 6,000	
The Big Pond: further environs of	. . . 4,000	
On the "quiet" meadows and round the Hill: 5 persons per 100 sq. m. . . . .	. . . 42,000	Equals 46,000 visitors on 1,200 acres: or 1 per 105 sq. metres.
In the woods, on seats and paths: 2 persons per 1,000 sq. m. . . . .	. . . 4,000	

This total will probably only be reached in the afternoons. The total daily number of visitors may be as much as ninety to one hundred thousand.

These figures can be checked by a calculation based, not on the park itself, but on the population of Amsterdam. In Rotterdam, it has been observed that the number of persons who use the public recreation areas on peak days corresponds to the number of persons in families with children aged between 4 and 14, plus the number of persons between the ages of 14 and 24.

These two classes together represent 25 per cent. of the population, and it has been assumed that the same applies in Amsterdam. If this is so, 200,000 people will visit the City's public recreation areas, spreading themselves over the beaches of Zandvoort, Bloemendaal, Lijnwelden, Wijk aan Zee and Castricum; over the water sports areas of Aalsmeer and Loosdrecht, Amstel and Vecht, Waterland and Muiderberg as well as Het Gooi.

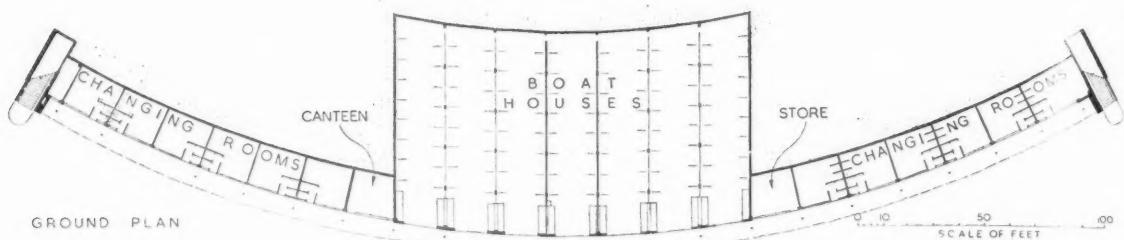
When once the park is ready, it is assumed that one-third of these "trippers," say roughly 70,000, will prefer what is provided close at hand. Moreover, in view of its proximity to the town and easy connections by tram, bus, train and boat, the park will also benefit persons who do not come under the heading of "trippers"—families with very small children and aged persons, who rarely go out for the whole day but confine themselves to a short morning or afternoon walk.

It is difficult to estimate the number of this latter class of visitor, but assuming it to be 20,000, the resultant figure agrees well with the calculation made on the basis of the park itself.

**MEANS OF ACCESS**

A large proportion, certainly two-thirds, of the visitors will come by the Amstelveen Road, which will thus have to carry 50,000 people (or say 25,000 per hour) between 4 and 6 p.m., the usual hours for the homeward journey.

There need be no difficulty about this, since 40,000



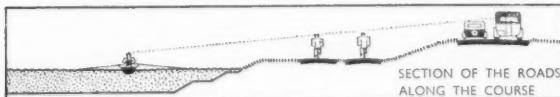
Plan of the boat-race course boat houses and changing rooms and, on the opposite page, photographs of the grand-stand (top photograph) and the boat house as built and, at the bottom, the part of the model which shows these same buildings

visitors to the Stadium, almost exclusively pedestrians, can usually disperse in half an hour, while 6,000 cyclists per hour frequently use the cycle tracks to Haarlem and the beach of IJmuiden.

The extent to which Dutch people, from prince to pauper, use bicycles has been noticed by all visitors to Holland. It is interesting to read in one of the reports on the *Boschplan* that it is certain that half the visitors to the park will be likely to come on their bicycles—50,000 bicycles a day!

#### INTERNAL TRAFFIC

Traffic within the park is entirely local, since, as has been already noted, the only through traffic route is carried across at a higher level. Motor traffic is restricted to a minimum. Around the park a circular road is proposed, placed either on or close to the surrounding embankment. This road will have branches leading to the restaurant and open-air theatre and along the boat-race course motorists will be able to watch the crews from their cars. Wheeled traffic can approach all points in the park without disturbing the



quiet zone. The design provides for small local parking-grounds, from which access on foot can be had to the playgrounds, woods and meadows, etc. Paths for cyclists and pedestrians are correspondingly all the more extensive. The chief points of interest are connected in a simple and businesslike manner, while quiet side-tracks lead round ponds and through especially attractive parts. There is nowhere any attempt, as in many older parks, to achieve "beauty of line" in the paths; nor is a path used to impart effect to any main or subordinate axis.

The catchment areas, and especially the lovely peat-lands near the Poel, are to be left natural and as undisturbed as possible. The park affords water not only for rowing and canoeing, but also quiet little

backwaters with a rich growth of water-plants. Various groups of islands provide undisturbed breeding-grounds for ducks, swans and small animals.

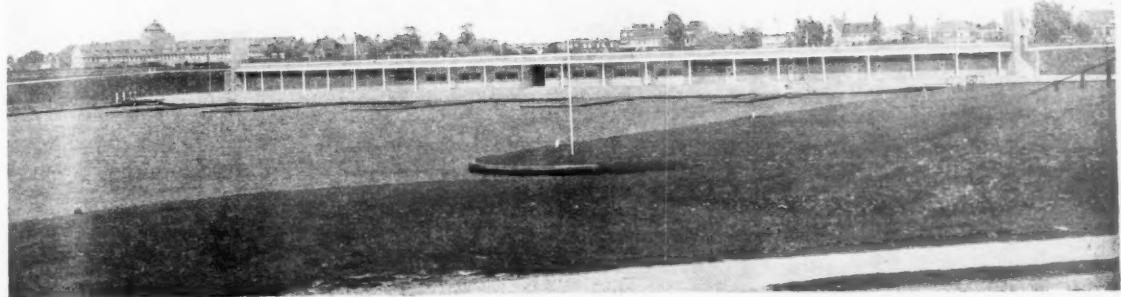
#### LANDSCAPE

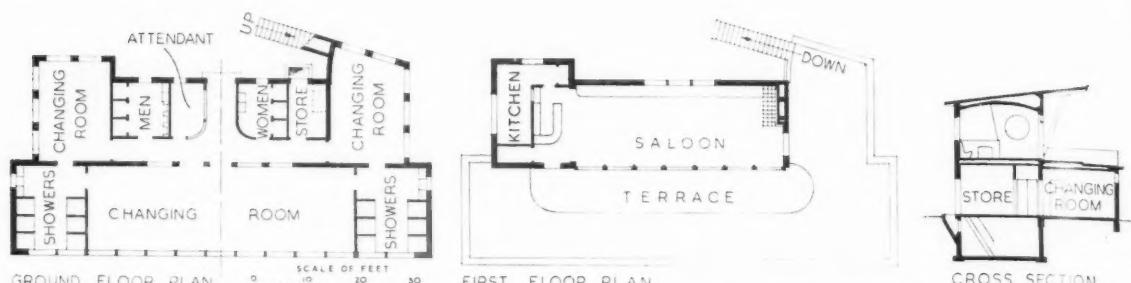
The landscape planning aesthetically is of quite outstanding interest. Mr. van Eesteren, the architect and town-planner chiefly responsible for the design, was, it may be said in parenthesis, President of the last International Congress of Modern Architecture (C.I.A.M.), and this design can be taken in part as the modernists' challenge in this difficult corner of design.

The scale and complication of the functional elements obviously helped to force an original solution; this was not a problem to be solved merely by the adoption of any of the historical forms of park design, which, however, were studied with great care by the authors of the plan, who travelled widely to see the best existing precedents before developing their own scheme. Neither the characteristic continental formal axial park based on Beaux Arts influence or its bastard reaction the *Jardin Anglais* nor even the genuine English landscape style have provided direct precedents. The student of landscape architecture will perhaps be pleased to find so few traces of many of the most firmly established features of park design. The road scheme is not based on interconnecting loops and the roads, rivers and canals do not run in snaky lines, returning on themselves in formally informal curves of tiresome and unnatural symmetry, as in the Rotterdam canals, the ornamental gardens of Stockholm, Boston, Berlin or Kew.

Certain features indeed remind one of the great country houses of England and the work of Repton, but this is due rather to the scale of the meadows and the beautiful use made of variations in level.

There is also no trace of the new German forms, which are so strongly accentuated in the great green belt of Cologne, where there are long, and usually rectilinear, open spaces surrounded by trees and frequently connected corner-to-corner; while ponds





*A sports pavilion. On left, ground plan, with changing and bath-rooms; in centre, first-floor plan with club room, kitchen and buffet and, to right, section*

and shrubberies have a similar tendency to be shaped like carpenters' squares and T squares. This kind of planning is an attempt to regain the monumental character of the great Baroque parks, while excluding their tiresome symmetry. The best examples of such attempts are admirable, although they are at once beset by the danger inseparable from studied effect.

The present designers have chosen the far more difficult method of "naturalness" in the open spaces and free lines of demarcation in the frame where the landscape forms the link between the various component parts.

In the large wooded area we find the spaces and the important points which could hardly be located elsewhere—the main entrance, the boat-race course, the emergency landing grounds, the big pond, the hill, the games pond and the paddling pool. All these are plainly linked together by long stretches of meadow of irregular contour and generally happy proportions.

#### TREE PLANTING

Not the least ambitious feature of the plan is the amount of woodland provided—so much in fact that it is the park's most obvious characteristic and has given it its name. The undeveloped site is almost devoid of trees; the full development provides for almost a thousand acres of woodland—the ultimate success of the scheme as well as the exact quality it will possess will depend more almost than on anything else on the success of the planting. Very great care has been given to the question. It has long been settled that in the main they are to be of N.W. European species; and it has also been decided to plant a thick screen of willow, poplar, ash, hawthorn, etc., on the windward side.

But what is meant by "European" trees? Though Holland is naturally poor in species, N.W. Europe offers a sufficiently ample choice. The ground is suitable and the soil reasonably fertile and retentive of moisture. There is ample depth before reaching the underground water-level and practically everything should grow.

An arbitrary mixture of trees and shrubs is not, however, a wood; and still less can a wood consisting of only one species have a permanent value.

A wood is a living organism that grows up as a whole. It is the scene of a struggle—the struggle between trees for light and room, as also between bushes and undergrowth. A wood is thus in a state of continual change. Species that seek the light shoot up quickly during their first decades and are afterwards crowded out by slower growing varieties with their dense tops. There is a gradual accumulation of vegetable mould which, on a good soil, decays into a fine black humus, the source of new vigour for seedling trees, shrubs and early spring flowers.

The Amsterdam wood might conceivably be planted with such species as occur in the first stages of this course of development. It might then be left to improve and perfect itself for a few hundred years (during which seeds and young plants of many kinds would doubtless be "added" to it), until it reached the final and best stage possible under local circumstances.

This long and weary process can, however, be avoided. After careful study of the ground, it has been found possible to determine here and now what type of wood best corresponds to the local circumstances. Thus the ponds and the hill will demand quite different types; and places where the design calls for a sparser planting will show combinations of species quite different from those in the dense woods. Nevertheless, this type of wood cannot be planted *as such*, since it requires, pending its maturity, the aid and protection of other species that will disappear in twenty or thirty years.

The joint experience of experts in matters of soil, botany and forestry is being used to obtain a real wood within a reasonable time, and to shorten the long process of successive stages of development.

In addition to the "natural" woodlands, in the south of the park below the Colijn Road, there is to be an Arboretum in which foreign trees will be grouped in masses according to their country of origin. This will primarily be a place for botanical experiment but also it will give a special character to this part of the park.

### THE WORK IN PROGRESS AND BUILDINGS

The completion of the entire scheme—apart, of course, from the maturity of the tree planting—is expected in five years. So far the only part in full use is the boat-race course at the north of the site with the grandstand, boat houses, and car park, which was opened in June 1937 and in full use during the season. This is the largest artificial rowing course yet constructed. It is 2,406 yards long by 71 yards wide. Stands, some of which are illustrated here, accommodate 2,400 people and on the north bank there are also enclosures and lawns from which the rowing may be viewed. The road and tracks on the south side, as shown in the section, enable separate classes of traffic to keep apart and for motorists and cyclists to get a clear view from their vehicles. It is calculated that 500 people can follow racing by car and an equal number by bicycle. The plans of the boat house with its changing rooms and of a club house are on page 686. The cost of this part of the development is about £300,000. The buildings generally are simple and "modern."

### THE PLAN AND THE PUBLIC

The plan has been presented to the public in two excellently printed quarto volumes\*. These are both well illustrated and contain all the official facts and figures, full information about the methods of land purchase, the hydrotechnic treatment of the site, the execution and estimate of costs and the planting. In presentation these reports correspond closely to the now

almost standardised form of English regional reports. But, as in England, it has been found that, however, well produced reports may be, the general public will not read them. They sometimes cannot afford the amount it costs to buy a heavily illustrated volume with many maps and the inevitable load of figures frightens them away. Consequently to inform the ordinary citizens of Amsterdam several small pamphlets have been published, written in a popular light way, avoiding technicalities that would bewilder simple people, concentrating on the service of the scheme to *them*, and illustrated by humorous little drawings by Miss Ruscha Wijdeveld (some are reproduced here) and by a number of good photographs and simple plans.

These can be taken as models for anyone who wants to do propaganda of this kind. The typical heavy-handed, dull way, in which the same sort of thing is attempted (when it is attempted at all) by planning authorities in England is doomed to failure. The popular pamphlets that have been issued about English planning schemes are hardly more popular, except that they are shorter, than the original reports. When the scheme was launched an exhibition was held with drawings, photographs, models and full technical information.

We are indebted to Mijnheer W. A. de Graaff, Director of Public Works, Amsterdam, and to Mijnheer Cornelis van Eesteren for their help in the preparation of this article, and to Miss Judith Ledebur [A.], who assisted in the translation of the text. Free use has been made of an article in the Dutch architectural journal *de Stijl en Opbouw*, No. 2, 1937, by Dr. Ing T. P. Byhouwer, and all the illustrations are from photographs and plans and drawings lent by the Public Works Department.

\*Rapport van de Commissie voor het Boschplan, Amsterdam, 1931; Toelichting (explanation) Boschplan, Amsterdam, 1937.



One of the drawings from the popular description of the park

# THE HIGHWAY DEVELOPMENT OF GREATER LONDON

A FIRST IMPRESSION OF THE BRESSEY-LUTYENS REPORT

BY W. R. DAVIDGE [F.]

The long-awaited report by a great road engineer in consultation with a great architect is now released. With this masterly analysis before us, we can realise something of the gigantic problem which has got to be faced, so far as road communications are concerned.

The survey covers an area of 2,000 square miles and modestly claims to be based on a 30 years' forecast of London's traffic needs. Unless the authorities move much faster than they have done in the past, one cannot but form the impression that much more than that time will elapse before all the proposals are carried into effect.

No estimate is given of the cost, and fortunately, perhaps, the talented authors have not been hampered in this respect, although it is evident that, whatever the cost, London must be given greater freedom of movement if it is to continue to exist and prosper.

Criticism there will be as to almost every detail, but the outstanding fact emerges that here we have a definite constructive basis upon which we can get progress. A plan for the future of Greater London is essential and for the first time we have here an official recognition by the Ministry of Transport that London must have such a plan. The plan now put before us deals with roads and only with roads, although in an appendix, Sir Edwin Lutyens has given seven diagrams of typical roundabouts with suggestions as to the planning of buildings on adjacent sites. These diagrams are of actual examples, but so disguised or inverted that one can only guess as to their actual locations. This is typical of the courageous but yet cautious attitude which must necessarily be adopted in a report which deals with real estate values in no uncertain measure. The road proposals are many of them bold, if not fearless, and every one of them will stand the test of close examination and detailed argument. It may perhaps be fair to say that they are a result of careful study of existing centres of congestion and the most expedient ways of getting round them. There is no single proposal which has the directness of the ancient Watling Street or the magnificence of the Champs Elysées, but they are all useful suggestions. The extension of the Thames Embankment, eastwards via Thames Street to the Tower, and westwards to Putney Bridge is a fine conception, but why not a bridge at Hurlingham to link the Embankment direct with the Portsmouth Road?

A remarkable omission from the report is that, despite the consideration which has from time to time

been given to cross river traffic, there are no new river bridges proposed within the central area of London. The authors hesitate to include Charing Cross Bridge, and they are agreed that the St. Paul's Bridge project should be allowed to lapse. A new river bridge is suggested at Egham to link the North and South orbital roads, while at Woolwich, a high-level bridge is considered too vulnerable, and the authors feel they must perchance sink into a tunnel. The existing river tunnels at Blackwall and Rotherhithe are already crowded to suffocation and are now to be duplicated. The old ones were built on a thirty years' vision.

The idea of a road tunnel under Kensington Gardens direct from Queen's Gate to Grand Junction Road, Paddington, is a bold one and similar road tunnels are suggested under Kennington Park and Brockwell Park. Tooting Bec Common, so far regarded as sacred, has roads cutting right across it. Probably the best example of a suggested road tunnel is in the Mayfair and Soho area, where an East and West relief road to reinforce Oxford Street is proposed from Park Lane via Grosvenor Street to St. George's, Hanover Square, where the road would divide on either side of the church ramping down to twin two-lane tunnels running beneath Regent Street, Soho Square, and Charing Cross Road, and coming to the surface at the junction of Shaftesbury Avenue and High Holborn.

Bond Street is to have a relief road; Piccadilly Circus and Hyde Park Corner are to be replanned; Park Lane is to be made into a twin street by utilising the roadway in the park itself.

Many of the more important proposals have been under consideration for the past twenty years, but it is perhaps fortunate that they were not then constructed as they might have been provided with a width of perhaps 60 feet, where to-day we are thinking of 100 feet, or more. The East-West connection from the Western Avenue at Shepherd's Bush via Paddington and the Marylebone Road to King's Cross, is now improved by a suggestion for a road tunnel under Islington and thence via Bethnal Green to the Eastern Avenue. This same road was, it will be remembered, in part at least, planned as the "New Road" so long ago as 1756, and even then the distance between buildings was proposed as 150 feet. Are we quite sure that our ideas are wide enough, not for 30 years' hence, but for 200 years hence, for a new road is about the most permanent thing we can lay down? Is it not just

possible that a dozen really fine avenues might be worth a hundred lesser streets intersected with roundabouts every few hundred yards?

The South Circular road is already beginning to take shape with a double roadway at the Woolwich end, but it bids fair to be restricted by the devious existing streets it has to follow for much of the remainder of its route as now planned, which is on identical lines with that of 20 years ago.

The by-passing of the City of London has been a favourite topic in professional circles for nearly half a century, and it is satisfactory to find that the "City Loopway" has been planned to follow very nearly round the line of the old city wall. Continental cities have had their boulevards along their old fortifications and we who have in the past neglected this obvious opportunity must now reconsider the position and see what can be done, but let us have something better and finer than a 40-feet street, even if it does cost a little more. The progress of street widths in connection with street improvements in the City can be traced by the very names. King (Charles) Street was planned after the Great Fire, on the basis of the needs of the time. King William Street was planned wider, but not wide enough, as an access to the new London Bridge. Queen Victoria Street was wider still. We have missed three reigns and if we are to have any new streets in the City within the present reign, let us look rather more than thirty years' ahead.

The City outer circle and Aldgate southern by-pass are excellent proposals, and so too is the extension of the City Road to by-pass the eastern end of Old Street. In the immediate neighbourhood of the City, relief from traffic congestion is as much a town-planning matter in the control of height and bulk of building as a road matter, and the two must go hand-in-hand. The problem of the standing vehicle and the parking of cars is a matter of urgency in all parts of Central London, and it is certainly to be hoped that Local Authorities will avail themselves of the powers conferred on them by Section 17 of the Restriction of Ribbon Development Act 1935, thanks to which, as the authors say, "Builders can be required to make adequate provision for the traffic created by or attracted to the premises they erect."

Twenty miles or so outside the centre of London the North Orbital Road has long been planned, and sections of it in Buckinghamshire and Hertfordshire have already been constructed, as single carriageways. It is now proposed to plan a similar South Orbital Road, linked with it across the river by the new bridge at Egham and on the east by the new river tunnel now being constructed at Dartford. The proposed route lies in a general circular direction from Egham to Leatherhead, and thence to Redhill whence it follows a long-planned parkway route below the North Downs to Westerham and Dunton Green, and thence by the

Darenth Valley to the Dartford Tunnel, with a spur to the Maidstone road at Wrotham Heath. There is here a fine opportunity for Green Belt reservations practically along the whole length of the route, and it is to be hoped that the Treasury will realise their responsibilities both to motorists and the general public for the preservation of a "parkway," not only as an amenity but as a safety belt along the side of the road. Their responsibility does not cease, or should not cease, with the mere traffic requirements of the road itself and we look to the Minister of Transport to see to it that the coming of his roads does not mean the ruination of rural scenery.

New ways out of London are wanted and wanted badly, and we find in the proposals two on the south and at least two north of the river. The new Brighton road, which incidentally provides a new route to the Croydon Aerodrome and by-passes the Croydon By-pass, is an example of how ideas have progressed in the last few years, and here again is one more opportunity for the Treasury actually to provide for the reservation of a parkway, but will they? In 1909, under the Development and Road Funds Act, they actually took power to reserve a quarter of a mile strip whenever the Road Board made a new road. The Treasury have persistently neglected every opportunity to do so, and have actually handed this power over, under what is known as the R.R.D. Act, to the Highway Authorities under the pious hope that these authorities with their limited resources will do what they themselves ought to have done long ago. It can't be done, and if the Minister of Transport really wants parkways he must provide for them, and let there be no mistake this time as to his responsibility to the nation and to the motorist who provide him with his millions.

Another new way from the South is provided by the natural valley West of Tatsfield and Biggin Hill, and this finds its way into London via Beckenham and Norwood to Vauxhall.

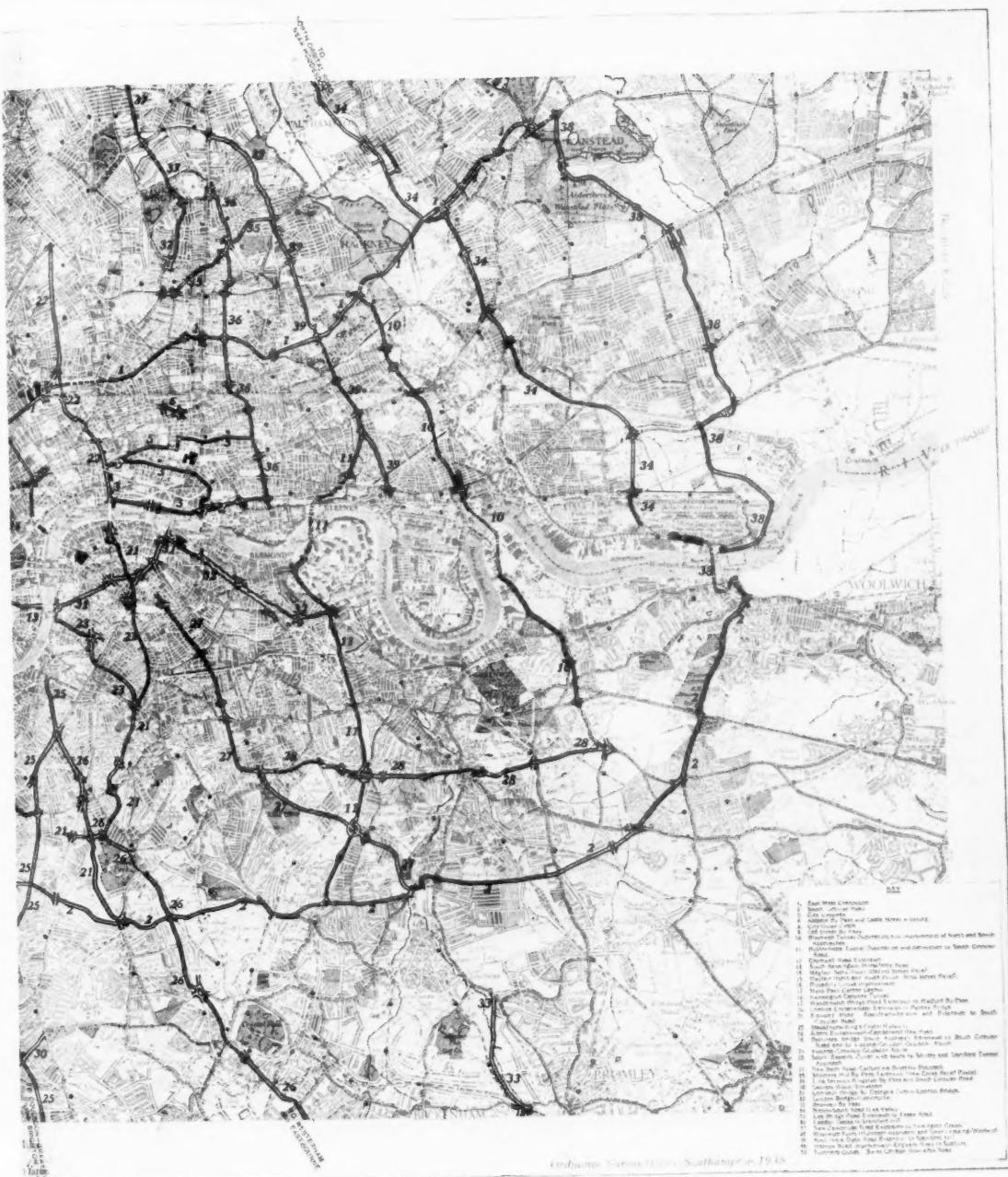
Along the east side of the Lea Valley a new way is provided from the Royal Albert Dock through West Ham and Leyton. It is only a few years ago since Sir Raymond Unwin recommended a fine boulevard along the Lea Valley linking the eastern Suburbs with a string of open spaces and eventually with Epping Forest, but the opportunity which then existed is fast disappearing largely owing to the Water Board and other public authorities. The route now proposed is much more costly, and frankly less satisfactory, but London must make the most of the Lea Valley while it is still possible.

I advise all and everyone to consider how they can best secure that the plan that is ultimately adopted, of which this is only the forerunner, shall be the very best that can be produced for the progress and happiness of Greater London.

23 May 1938



*The Central London plan published with the Bressey Report. The existing main roads are shown in yellow on the original (this is not evident on the reproduction). The two halves of the reproduction overlap from Westminster to Shadwell*



## SOME EXTRACTS FROM THE REPORT

The Report is published as a small folio of 62 pages, bound in red cloth boards with a pocket in the back cover holding the two maps of the highway proposals in Central London and the suburban area. There is an excellent index. The cost is 7s. 6d.

The following extracts are chosen partly as representing generally the tone of the report and partly for their architectural reference. It is obvious that a report of this size and importance cannot be considered piece-meal. Sir Charles Bressey in the report and at a conference held at the Ministry of Transport on the day of publication constantly stated that no proposal affecting one part could be considered entirely by itself. These extracts must therefore not be taken to supply the full arguments with reference to the matters of which they treat.

### General

... Apart from the general study of traffic needs within the area of 1,821 square miles covered by the London Highway Development Survey, it has been necessary to examine in detail all practicable schemes that have been propounded at various times for the improvement of traffic facilities in the Metropolis—a list of upwards of 250 items. Thanks to this system of continuous consultation, I have been able to ensure that no recommendation included in my Report is made in ignorance of local factors, which ought to be taken into account, and I have had the advantage of embodying in my schemes various useful modifications suggested on behalf of these Authorities...

### Interim Revisions

... Even in the interval of three years that has elapsed since this Survey was initiated, several of my reports upon individual projects have already called for revision, in the light of changes that could not have been foreseen when the investigation was first set afoot. In dealing with any progressive branch of work, it is almost impossible to venture upon a forecast of the future without appearing sometimes to disparage, by implication, the results achieved in the past, often under very adverse circumstances...

### Charing Cross Bridge

... The fact that the Charing Cross Bridge problem has, for some time past, been under consideration by the London and Home Counties Traffic Advisory Committee, at the request of the Minister of Transport, might be held to afford good grounds for the omission of the subject from this Report. On the other hand, the matter has such an important bearing on highway development and traffic movements in Greater London that a survey which left it entirely out of account would lie open to the charge of incompleteness. Although certain major aspects of the problem are now being studied by the London and Home Counties Traffic Advisory Committee, the general opinion of that Committee was provisionally expressed as follows in their Report of the 29 June 1936:—

... We have therefore come to the conclusion that the necessity for improved cross-river facilities in the neighbourhood of Charing Cross has been established."

If the conclusions I have reached diverge from the view thus expressed by the Committee, it should be remembered that, during the eighteen months which have elapsed since June 1936, conditions have changed in certain important respects. Moreover, it now becomes necessary to balance the cost and merits of a Charing Cross Bridge against the corresponding advantages of other projects recommended in my Report, upon some of which negotiations are already in active progress with the London County Council. As regards cross-river facilities, a very considerable expenditure has been incurred during the past few years, or is now in contemplation,...

Though some of these may appear to be somewhat remote from Charing Cross, their general influence on the problem cannot be disregarded: ... None of the schemes hitherto propounded for this bridge can claim general approval, and no project, whether new or old, could hope to escape lengthy parliamentary opposition. Although a new bridge across the Thames at almost any point, would be useful to certain sections of the community, the general utility and justification are conditioned very largely by the nature and adequacy of the approaches. Owing to the quadrant curve of the Thames between London Bridge and Lambeth Bridge, all the bridges radiate fan-fashion from what one may term "the handle of the fan" in the "Elephant and Castle" and St. George's Circus neighbourhood—a notoriously congested area. To interpolate another spoke radiating from the same hub is a dubious means of relief. A new Charing Cross Bridge would merely discharge into the Waterloo Bridge Road, leading drivers into a centre of congestion, to which all the other bridges contribute. On the north side of the Thames, it is equally difficult to provide a Charing Cross Bridge with what may be termed "independent approaches", i.e., approaches which are not common to other bridges. If one takes St. Martin's Lane—Gower Street as the most appropriate line of approach (subject, of course, to very costly widenings), it is obvious that this route is equally applicable, in whole or part, to Waterloo Bridge and Westminster Bridge. No additional line of communication would be established peculiar to Charing Cross Bridge. More serious still, the difficulties of traffic control in the Trafalgar Square—West Strand neighbourhood would be intensified by the introduction of another copious stream of north-south traffic.

On all these grounds, I hesitate to include Charing Cross Bridge among my recommendations, and am of opinion that the very large expenditure which it would entail could be better applied to other improvements, designed to deflect traffic from the most crowded centres, rather than to increase the congestion there.

### St. Paul's Bridge

... The conclusion reached by Sir Edwin Lutyens and myself upon a careful review of all the facts, was that the St. Paul's Bridge project should be allowed to lapse,...

### Motorways—Parkways

... It may well be found cheaper to construct entirely new motorways on the most modern principles across unobstructed territory, half-way between existing main routes, than to attempt to apply a process of modernisation, under particularly difficult conditions, to the ancient highways,...

### Ribbon Development

... The development of land for residential, commercial and industrial purposes has been fostered and accelerated to an almost embarrassing extent by the new arterial roads, and it must be regrettably admitted that town planners were often outpaced by ill-directed private enterprise. Ribbon development proceeded unchecked, and in some areas the Local Authorities seem to have regarded the new road frontages as a welcome source of immediate rateable value, derived from continuous rows of houses, each of which is usually flanked with a garage entrance. Land fronting the new routes has always been in keen demand, and little of it now remains unsold. As a site for industry and manufacture, arterial road frontages offer the great advantage—apart from traffic facilities—of affording a permanent advertisement of the highest value—as witness the magnificent modern factories set amid attractive gardens along the course of the Western Avenue . . .

... The purpose of an arterial road being, first and foremost to facilitate the flow of through traffic, increasing attention must in future be bestowed upon the control of frontage development which influences so largely the utility and safety of these routes. The aim should be to distinguish clearly between different classes of highway and not to attempt to combine in a single road several incompatible purposes. The presence of busy shopping centres along arterial roads should accordingly be rigorously dis-countenanced. An admirable example of restricted frontage development is afforded by a section of the South Circular Road in Woolwich, east of Burnt Ash Hill, where the road is lined on both sides by the back-gardens of houses . . .

### Roads over Railways—Cromwell Road

... Among the manifold remedies which have at different times been propounded for London's traffic troubles is that of constructing new roads over existing railways, so as to utilise valuable space, now wasted, and avoid the extensive demolitions which are usually necessitated by the cutting of new roads through urban areas. It is sometimes assumed that, owing to the comparatively few interests affected, the building of roads over railways would tend to economy, and that there would be an opportunity of putting to profitable use the lands adjoining the new road.

It is only by an investigation of particular instances that one can test the soundness of this general proposition, and gauge the difficulties which have to be surmounted. One such instance came under discussion in 1936, when the Bill for the Cromwell Road Extension was promoted by the County Councils of London and Middlesex. Whereas the Promoting Authorities proposed that the Cromwell Road Extension should follow the line of Talgarth Road, one side of which would have to be entirely demolished in order to provide the requisite width for the new route, certain petitioners urged that the new route should be carried over the Metropolitan and District Railway running parallel to Talgarth Road, on the supposition that, by this means, the demolition of property would be averted or minimised, and the cost of compensation greatly reduced. Unfortunately, the railway in this locality is lined on both sides by rows of houses, whose scanty backyards run down to the line. So cramped are these backyards that the width, measured across the railway, from the back of houses in Talgarth Road to the back of those in Barons Court Road, is in places less than 100 ft. Thus, assuming the width of the new road to be about 100 ft. overall,

plus retaining walls and other structural accessories, it is clear that the houses, even if left standing, would have been rendered uninhabitable, as the road would have covered their backyards and closed their back-windows. Thus, the outcome would be that two rows of houses, one on each side of the railway, would have had to be demolished, or would have been irretrievably ruined, whereas if Talgarth Road were embodied in the route, it would only be necessary to demolish the houses along one frontage. It should also be noted that if the "road-over-rail" project had been adopted, the strips of building land left available, after the demolition of the houses, would have been too narrow to lend themselves to profitable utilisation . . .

### Planning Environs of New Roads

... Several of the routes recommended in this Report entail extensive demolitions across densely built-up areas now served by devious streets, lanes and alleys. If due advantage is to be derived from the expenditure which these projects will involve, it is essential that areas of the kind I have described should be drastically re-planned, so as to bring them into proper relation to the new thoroughfares. If this is not done, the route will be flanked with unprofitable and untidy sites of irregular shape, defying architectural treatment, and entirely unsuitable for modern buildings . . .

### New Frontages and New Buildings

... Over large tracts of Inner London, the buildings are obsolete or approaching obsolescence, and it would be highly regrettable if the process of rebuilding were allowed to perpetuate an entirely unsatisfactory street plan. Special care should be taken to give proper architectural form to the roundabouts which are indicated diagrammatically on the general maps annexed to this Report. It is all-important that the building lines adjacent to these roundabouts, as well as the buildings themselves, should form integral parts of a well-considered architectural design . . .

### Conclusion

... The discussions that Sir Edwin Lutyens and I have had during the past three years with representatives of public bodies throughout Greater London have shown how widespread is the desire that the lines of new routes should be authoritatively laid down for rigorous observance as permanent governing features in the ceaseless development and transformation of the Metropolis, where, hitherto, so much uncertainty has prevailed as to the official status of various road schemes which are protected in one area and neglected in another. The difficulties encountered by any road-planner, within thirty miles of Charing Cross, are so formidable that perfection can certainly not be claimed for any route recommended in this Report. Such proposals, whatever their origin, can never be exempt from criticism. So imperative, however, is the need of prompt action, that Londoners would be better advised to embark immediately upon useful schemes, admittedly imperfect, rather than wait for the emergence of some faultless ideal which will have ceased to be attainable long before it has received approval. Even if the construction of some of the new routes is postponed, as must happen in dealing with a programme based on a thirty years forecast, a valuable purpose would be served by protecting their course from encroachment and obstruction, so that, in the event of a trade-recession occurring, the difficulties and delays usually experienced in promoting public works may be minimised.

# THE ANNUAL GENERAL MEETING

HELD AT THE R.I.B.A. ON MONDAY, 9 MAY 1938, AT 8.30 P.M.

THE PRESIDENT, MR. H. S. GOODHART-RENDEL, IN THE CHAIR

THE PRESIDENT presented the Annual Report for the official year 1937-1938 and moved its adoption. Mr. H. M. Fletcher (Hon. Secretary) seconded the motion. The President then opened the meeting for discussion.

MR. GILBERT H. JENKINS [F.] : Mr. President, a rumour reached me a fortnight ago that it was anticipated that I should make the usual nuisance of myself in appraising with faint damps the annual report.

May I first congratulate our editor and those who have drafted the reports on their skill in reducing its length from 46 to 33 pages.

As a change, I propose to deal with the committees in reverse order, having more to say about the other committees than about those which have been "Standing" since our 1887 Charter, and—for the last time—were elected by the members themselves.

The Council's report is a record of the Institute's steady progress. The professional members exceed 8,000 for the first time in the Institute's history, while probationers have shown an increase of nearly 200 a year since 1935. Fortunately for the future architect, many of these apparently get weeded out before becoming students as during a similar period these have only increased by 80 per annum.

One notes with interest that the Council is now awarding four more bronze medals in districts covered by our Allied Societies, one of them being for work in New South Wales. The total number awarded might be shown in brackets, so that the growth of the movement could be fully gauged. It is excellent propaganda for architecture, and the Public Relations Committee might persuade all our Allied Societies to take advantage of the Council's offer.

Before passing to the committees' reports, I would like to voice the thanks of the general body of members for the onerous work so well performed by our Council in promoting the welfare of the members and of architects in general. We hope next year to be able to congratulate it on having finally completed the task of ensuring that no one who is not an architect shall in future masquerade as one.

Turning to the work of the committees :—

The Auditors and the Finance Committee deserve our thanks for the unremitting services they render, year in, year out, in checking our accounts and maintain-

ing our sound financial position. I gather from their report, that next year, we may expect an account of all the transactions involved in moving into our fine new building. Evidently, it will be in every member's interest that we should wait for this special report, as we shall then be able to have a clearer view of the Institute's finances.

The professional membership continues to show a healthy increase of young architects who have qualified for the Associateship, there being an increase of nearly 400 in this class. I regret to note that the tiny increase in the Fellowship Class I commented on last year, has now become a diminution.

Possibly the time has come when, in the interests of the finances of the Institute, all Associates who have been in practice or have held official positions for seven years, shall be required to pay the same subscriptions as the Fellows.

It is regrettable that the Report of the **Town-Planning, Housing and Slum Clearance Committee** is the usual record of something proposed to be done in the future and little or nothing finished during the past year. This should be one of the most important of the committees appointed by the Council but so little does it interest itself in its subjects that five meetings were considered sufficient to dispose of its work.

It is common knowledge that the new L.C.C. Town Planning procedure is holding up millions of pounds worth of building, but apparently the committee have not heard of this, as they solemnly report that the L.C.C. have agreed to inform the R.I.B.A. when the various stages are reached and the maps can be inspected. Why cannot the committee join with the T.P.I., in obtaining printed zoning regulations with maps and schedules to assist architects in getting their schemes through?

In the previous year, the committee was considering whether the Institute should promote another Town Planning Conference as in 1910. Such a conference promoted by the Institute would be highly beneficial to the design of town planning, and would help to remind the various authorities of the importance of this side of the work, and of the advantage of having a planning officer or consultant, who had received an architectural training.

There is not one word about it this year so we can

only conclude that the committee feels unable to undertake so important a piece of constructive effort, and has let it drop, as it has let other matters of similar importance drop, year after year.

Last year, this committee reported that its memorandum on the creation of a Planning Board for Greater London had—with the President's approval—been submitted to the Minister of Health, and a recommendation to the Council would be made for its publication in the JOURNAL and the Press.

I have had a search made in the JOURNAL for it without success, and doubtless members would like to know why it remained unpublished, also why this committee did not secure the co-operation of our very alive Public Relations Committee in securing publication of a résumé in the Press. Meanwhile the Minister has acted, and the Institute has been deprived of any credit, in this important matter.

If this committee performed its work efficiently, the Institute would take its proper place with the Town Planning Institute as leaders in this great movement.

Owing, however, to the lack of driving force in this committee, town planning is being allowed to drift out of the hands of the designer into those of the surveyor and engineer with disastrous results to both countryside and town.

It was left to the Architectural Association to found a planning school, and so far as can be judged from the last two reports of this committee, they merely threw cold water on the project, although even our Government—not usually interested in such matters—is coming to the conclusion that national planning is an urgent necessity in this post-war age.

Last year I drew attention to the lack of leadership which the Institute had shown—thanks to this committee—over the design of the new Cromwell Road—Barnes Bridge Traffic Avenue. The chairman of the committee replied that consultations had taken place with an important person from the Ministry of Transport and it was impossible to get the thing remedied. He little realised that he was confessing that the Ministers and his advisers considered the committee's suggestions merely obstructive and therefore worthless.

An examination of the maps made it obvious that the general line of the route had been carefully worked out by the Ministry and would not be altered but that the planning of building sites fronting the new road had been given no consideration at all.

Had real constructive criticism been directed to this alone—and on this, an architects' institute could have spoken with authority—the Minister would have been impressed and the scheme would have been amended.

Great architectural improvements could have been made possible, the taxpayer and ratepayer would have

been saved a quarter million of money and many architects would have been provided with opportunities for designing on large-scale sites. All this has been lost by the inefficiency of the committee. It is high time that they woke up.

Sir Charles Bressey's report on London traffic routes will soon be published, and—now that the Council has the appointment of all committees—it is to be hoped that we may have a Town Planning Committee which will produce constructive criticism upon it, in time to be of service to the community, and thus redound to the credit of the Institute.

It is a pleasure to turn from the report of the Town-Planning Committee to those of the **Social Committee** and the **Public Relations Committee** with their records of much good work admirably performed. The Social Committee's party and their other evenings were a great success, and the Camera Club has made a notable start in its activities.

The Public Relations Committee have earned the congratulations of every member for its interesting exhibitions, its Press and broadcasting propaganda and other useful activities.

Might we have an account from No. 3 sub-committee as to the progress of the Advisory Panels in the Control of Design under the Town and Country Planning Act?

This year we have a new committee—the **Official Architects Committee**. As the majority of official architects are paid salaries, this committee might absorb the **Salaried Members Committee**, appointing a sub-committee to deal with the interests of its junior members. The latter would thus gain the benefit of direct ex-officio's representation on the Council, while overlapping would be avoided. The Junior Members Committee might be represented on this sub-committee to keep in touch with this side of their field of work.

Now that we have the official and junior members' interests so well looked after, it might be desirable to balance their work by having a private practitioners' committee with a liaison member on the Public Relations Committee.

Since the war, the field of the architect in private practice is being encroached upon from all directions, and he needs the active support of the Institute to give him fair play. I have no desire to decry the work of the official architects, as I know that many fine buildings, skillfully planned to fulfil their functions have—in recent years—been designed by them, but it is to those who possess the spirit of adventure which impels them to risk private practice that we must look for our finest architecture, as they are free from the cramping influence of non-technical heads of departments who have little knowledge of architecture as an art.

It will be noted that the Official Architects Committee have informed the Council that our local societies

should not endeavour to influence authorities to employ private practitioners, where these authorities employ officials who are Institute members. Surely, in the case of an important building, it is to the good of architecture and architects generally, that an outside architect should be called in or a competition held. It would be interesting to hear from Mr. Curtis what his committee considers to be the objections. The volume of work nowadays performed by departmental and county architects is so great, that their positions cannot be prejudiced by the occasional employment of an architect outside their staff. Would it meet the committee's point of view, where an independent assessor is appointed, if the authority's architectural department were permitted, in its spare time, to prepare and submit a scheme anonymously? At present, they are debarred from doing so.

As a result of the efforts of the **Foreign Relations Committee**, we have 32 more foreign corresponding members; this should help our relations with foreign architectural societies. Would the chairman kindly give the full titles of the C.P.I.A., the R.I.A., and the C.I.A.M. Doubtless I ought not to confess ignorance of bodies so important, that International Conferences with them are being considered, but possibly other members are in like case.

One regrets to note that the **Competition Committee** were only asked to deal with 31 competitions in place of 54 in the previous year. It is a pity that the excellent reminder to competitors could not be published as a footnote to all competition particulars.

The Standing Committees continue their unremitting efforts on our behalf. Junior members might note that the **Science Committee** would like to recruit some of them to help in their widespread activities, which year by year accomplish so much for us all. This year has been a particularly busy one as the L.C.C. Building Byelaws have been under consideration.

As the **Practice Committee** reports that active steps are being taken to revise the 1931 contract form, could not a slip be attached to the cover of the next JOURNAL asking members to report any difficulties they had found with regard to this contract so that the revision may cover all points upon which it is found deficient?

Will the chairman please let us know if the new contract form will completely secure the nominated sub-contractor from loss, in the case of the bankruptcy of the contractor? There is no clause in the sub-contract from dealing with such a bankruptcy, and the position of the sub-contractor in such a contingency; nor is there in the 1931 contract form, where it should be. Small firms doing beautiful work may thus incur losses they can ill-afford and the employers' interests are jeopardised.

My last reference is to the work of the **Literature Standing Committee**. I understand that this is its last

report as it now gives place to a **Library Committee**. Its jubilee has been marked by a notable piece of work, the publication of Volume I of the Library Catalogue. This, when Volume II is published, is justly claimed to be the most complete architectural bibliography in existence. I am sure everyone will join in giving the committee our warmest thanks and congratulations for its splendid work, and extending these to the staff who have been instrumental in producing this catalogue. Their actions are only typical of the loyal services continuously performed by Sir Ian and all who serve our Institute under his wise direction. We offer them our thanks in no less measure than those we offer to all those architects in our Council and committees who by their unselfish services help our Institute to grow from year to year. Long may it flourish.

The President then called upon the Chairmen to speak on behalf of their Committees.

The Hon. H. A. PAKINGTON [F.] : I think that Mr. Jenkins made a mistake in attributing the excellent exhibitions to the Public Relations Committee. It is the Exhibitions Sub-committee of the **Art Standing Committee** which is responsible; it is entirely due to the magnificent work of that sub-committee that these exhibitions have taken place.

Professor PATRICK ABERCROMBIE [F.], Chairman of the **Town-Planning, Housing and Slum Clearance Committee** : Mr. Jenkins has delivered his usual attack upon the Town-Planning, Housing and Slum Clearance Committee. He is a landscape architect, and when he plants a bulb in October he expects it to bloom in March, or at any rate in April. Town-planning is not so rapid an affair; it takes some time to mature. I happened to win a competition in 1913, and about three months ago I was called in to attempt to carry out what was left of the debris from that competitive design. That is an instance of the time that it takes to carry out town-planning work—a quarter of a century may be required before it can show results.

Mr. Jenkins expects a committee appointed a few years ago to produce a complete solution of the problem of the planning of London. We interviewed the Minister of Health; Mr. Jenkins asks for the results. There was some doubt as to whether we should publish or not, but we decided it would be advisable not to do so. But we can say quite frankly that the proposal which we put before the Minister of Health for the planning of London was more comprehensive than anything that the Minister has devised himself; I can assure Mr. Jenkins of that.

Mr. GILBERT H. JENKINS [F.] : Why was that not published?

Professor ABERCROMBIE : If you like, we will publish it now.

Mr. Jenkins has not said anything about the constructive attempts which we have made to produce some results, which of course have not borne fruit in one session. We have a sub-committee dealing with slum clearance and attempting to produce some standards. It is at work in conjunction with the Housing Centre, and we hope that something may

be available within the next few years. Perhaps by that time all the flats will have been built; but still, we shall have done our job and shown them that they are wrong where they ought to have been right!

Seriously, we have attempted to do the work that we have set before ourselves. We have a sub-committee dealing with the preservation of historic small buildings, and Miss Joyce Townsend—who has received her Fellowship this evening, I was very pleased to see—is our very energetic secretary for that side of our programme. We have people working in various parts of the country—I will not say all over the country, but in many parts of it—who are doing a very onerous and not always well-thanked job in attempting to show the Minister of Health what buildings are worthy of preservation and what buildings should be demolished as unfit for human habitation.

Our committee, I venture to suggest, is really putting in a great deal of solid work. Its results are very difficult to show in a short time, but if Mr. Jenkins lives long enough he will realise that the Town-Planning, Housing and Slum Clearance Committee of the Institute is one of the most hardworking committees of the Institute. If he can suggest to us any other aspect of work with which we should deal we shall be very glad to hear of it.

In connection with the Cromwell Road scheme, in conjunction with the London Society we have suggested a competition between the two schools of planning in London, the Architectural Association School and the University College School. It may be said that that is coming rather late in the day, and that Parliament has already passed the plans. I do not see, however, quite how the Town-Planning Committee of the Institute could have obstructed or even amended that Bill. We have, however, promoted this competition between these two schools, because we hope that it will show how the road should be planned, as compared with how it has in fact been promoted by the local authorities concerned.

That is a typical example of, shall I say, the hastiness of Mr. Jenkins's criticism. It was quite impossible for that competition to be more rapidly carried out or to produce a result more quickly. It is necessary to give a certain time for the drawings to be prepared and for the assessors to judge them when they are submitted to them. Shortly we hope to be able to show you the results of this competition, which we hope will convince Parliament that it has been quite wrong in agreeing to the Bill as passed. I hope that the result of this competition will be to convince the public that in the future when a proposal for a great new road is being promoted, duly qualified architects should be called in to advise the road engineers on how they should carry out their road-planning proposals and the development of the adjoining frontages. If it has that effect, I think it will be of service to the architectural profession. In a similar way, we hope that the work which is being done with regard to old houses will show the Minister of Health that in his schemes for housing improvement it is worth while making use of the architectural knowledge of this Institute, and not handing over the whole thing to the medical officer of the local authority. In that kind of way, our Town-Planning, Housing and Slum Clearance Committee is furthering the interests of architects and of this Institute, although we cannot show results as rapidly as we should like.

Mr. GILBERT H. JENKINS [F.] : Before we pass on to the other committees, I should like to ask one or two more questions, if I am in order in doing so. Professor Abercrombie has not replied to my question of why the matter of a conference has been dropped. He says that these things take time, but I have been criticising these reports for the last ten years. Can he point to a single piece of constructive work which has been reported on and published in that time? With regard to the Cromwell Road—Barnes Bridge road, anyone looking at the plans could see that there was no provision whatever for any decent sites along that road. Did the Town-Planning Committee of the Institute point that out to the Minister? With regard to the competition, this committee reported last year that a competition was to be held, and one would have thought that four months was quite long enough to draw up the conditions, and six months to carry them out; yet we have had no report.

Professor ABERCROMBIE : The first question was about the conference. I do not think that I can tell you why that has been dropped.

Mr. JENKINS : No, I thought you could not!

Professor ABERCROMBIE : Then I am asked what piece of useful work has been reported on during the last ten years. I have been chairman for only two years, and I cannot deal with the other years. During the last two years, we have had nothing final to report, I quite agree.

Mr. JENKINS : You promised several reports, and you have not given them.

Professor ABERCROMBIE : What were those?

Mr. JENKINS : The last was about the Town-Planning Conference and about the Planning Board for Greater London. We were promised reports on both those subjects.

Professor ABERCROMBIE : I have reported verbally about the Planning Board, that we did put our proposal before the Minister of Health, but we have not published it.

Mr. JENKINS : You promised to publish it. My last question was whether you pointed out to the Minister that there were no proper large-scale sites along the whole of the new road.

Professor ABERCROMBIE : We did point that out, because we had a representative of the Ministry of Transport on our committee, and we pointed that out to him definitely. The object of this competition is to show how such sites might be more advantageously developed, and that, I hope, will result from the competition between the two schools, whichever is the successful prize-winner.

Mr. JENKINS : I also raised the question of taking over a year to organise the competition.

Professor ABERCROMBIE : I do not think that that has been unduly delayed. The session began in October, and the students were given the conditions at the beginning of the session. They sent in their designs on 2 May and the designs are now before the assessors, Mr. Hamp, Mr. Strauss,

of the L.C.C., and a representative of the Ministry of Transport. I do not think that it can be said, therefore, that an unduly long time has elapsed, because it has taken six months to prepare the designs.

Mr. R. C. FISHER [I.] : I should like to ask Professor Abercrombie a question, but before doing so there are one or two remarks which I want to make. I do not myself think that it is fair to criticise the Town-Planning, Housing and Slum Clearance Committee in the way which Mr. Jenkins has done. Professor Abercrombie is sitting on the dais, but one would have thought that he was in the dock from the way in which he has been criticised. I say that I do not regard it as altogether fair, because I think that we members of this Institute ought to bear in mind that this committee really represents us. It is trying to do what we all want to be done, and probably neither we nor even the members of the committee realise what an extraordinarily difficult task it has and what tremendous forces it has to face if it is ever to make a serious effort to replan London along lines which will really be the best for the whole community.

The position, as I see it, is that we members of this Institute, through our committee, have had a tilt at the problem of town-planning for this new Western Road out of London, and there is no doubt that we have been worsted and have had to retire from the lists, bloody but not completely bowed. We want to realise why it is that we have been worsted in this way and why we have had to retire. It has been said that Parliament and the Government are very unamenable to pressure from the Institute and from architects directed along the lines of trying to secure the best solution of problems from the point of view of the architect and from the point of view of the community, but I think that we must realise that if they are unamenable to our pressure it is because they are very amenable to the pressure of someone else; and, if we are to solve the problem, what we have to get at is this: whose pressure is it to which they are so amenable, so very amenable that they are not amenable at all to ours?

I am not familiar with the details of this scheme, but I have talked about it with members of the committee, who are familiar with those details, and I have certainly gained the impression that in putting forward our scheme we found ourselves confronted by very powerful vested interests of one kind and another. I feel some doubt whether the sites along the road in the scheme which has been accepted are really unsuitable from the private point of view of landowners who own land along the course of the road, or people who may wish to acquire it. It seems to me that we have probably in this case met with the opposition of powerful vested interests who have their own ideas, very clear-cut, as to how they want to use this road, and where they want it to go, and that is the reason why we have been defeated—only temporarily, I hope. What I want to put out is this, that if this committee is really going to try to solve the problem it must realise that it is going to encounter opposition from very serious economic forces which will exert their influence on the political factors continuously, and these forces very frequently cut across the interests of the community as a whole and the interests of architecture. I think, therefore, that we ought to give this committee all our support, and that we ought to try to realise, and to try to help it to realise, the forces which have to be encountered in any endeavour to secure the proper replanning of London.

The question that I want to ask Professor Abercrombie is this: What is the relationship of our Town-Planning Committee to Sir Charles Bressey's scheme for the replanning of London? To judge by the daily papers, this seems to be the scheme which is more before the public than any other.

Professor ABERCROMBIE : I am very grateful to Mr. Fisher for his defence of the position in which we find ourselves, and I agree that the question of vested interests is a very difficult one indeed. In the case of the Cromwell Road extension, the plan as approved by Parliament did not provide for nearly enough land to be purchased; it was the old story of buying land for the road and leaving the frontagers to reap the benefits. The position is the same as that which obtained in the case of the roads out of London built immediately after the War, when only the width of the road was purchased.

With regard to Sir Charles Bressey's and Sir Edwin Lutyens' scheme, the report has not yet been published, so we have not been able to have it before us.

Mr. RAYMOND WALKER [L.] : I should like to defend the position taken up by Mr. Jenkins. I think that Mr. Jenkins's remarks were not aimed so much at the work done by this committee as at the fact that this work is going on all the time and no one hears anything about it. Everyone to-day is talking about vested interests, but really there is no "vest" about them at all; it is merely that a certain number of people are interested commercially, and when people are interested commercially they talk a great deal, and someone takes it down, and so what are called "column inches" are piled up. I feel that Mr. Jenkins's complaint is that although a great deal of intensely valuable work is being done for the nation, the nation does not get to hear about it, with the result that Members of Parliament and the Treasury do not get to hear about it, and no one knows that anything is going on at all. We sit here within four walls and talk hopefully about vested interests pushing us out, but I think that if the valuable work which we are doing were brought more before the public we should find that we should meet with greater success. There is not an architect to-day who has not enough influence to get at least one letter into his local paper each year, and if that opportunity were used to give real information about what was being done we should be able to put the valuable advice of Professor Abercrombie and his committee to very much better use.

Mr. A. L. ROBERTS [F.] , Vice-Chairman of the **Public Relations Committee** : In the absence of our chairman, Mr. Ramsey, it is my privilege to reply to the points raised by Mr. Jenkins with regard to the Public Relations Committee, and I should like first of all to thank him very much indeed for his encouraging remarks about our work. It is obvious that much of our work is difficult, as the title of our committee implies, because we all know that public authorities and public bodies are swayed by their constituents, and that, therefore, it is really a question of providing architectural education in order to support the work of this committee.

It is stated in the report of the committee that a memorandum on the control of design has been submitted to the Minister of Health, with the approval of the Council. Following that, several unofficial conversations have followed with Mr. Pepler, who is the chief planning officer at the Ministry. The

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Minister's official reply has also been reported in the JOURNAL, and was of a non-committal character. My personal feeling is that while he is in sympathy with us, he feels that he has not sufficient support from his constituents to go the whole length that we would wish him to go. There has been published in the Press and sent to the Amenities Group in the Houses of Parliament a copy of the report to which I have referred.

I would also mention what I think is a very healthy sign, namely, that the Minister of Health has called for a report on the operations of the panels, and very full particulars have been sent to him by Mr. Jack, who is the convener of the House Design and Panels Sub-Committee.

I should like to ask the members of the Institute in considering this work to be very patient. We have a long way to go to carry the general public with us in the views which we hold, and the result is that many authorities are still wavering as to the desirability of this control which is authorised by Parliament, and consequently they are not prepared to consult the panels which the Allied Societies are prepared to set up, and that gives us some trouble; but, when one compares the areas which have been town-planned with those which have not, and realises the comparatively few areas in which complete schemes have yet been approved, I think it will be seen that the work of the Public Relations Committee in connection with these authorities has really exceeded what we might have expected. There is no doubt whatever that the authorities who have employed panels have been extremely well satisfied with the service which they have received, and I think that I am supported in that remark by the fact that in my own area we are receiving extended applications for the setting up of panels to help local authorities with the technicalities which arise in the criticism of elevations. Furthermore, it is extremely difficult work, in which architects have to exercise great discretion, and I think that it is of credit to those architects who have advised authorities that on appeal the views of the panels have generally been supported. That is the experience in my own district, and I think that if others follow that lead the result which we all desire will follow, but we must be patient.

The PRESIDENT : If there are no further comments on the work of the Public Relations Committee, I will ask Mr. Curtis to speak for the Official Architects Committee.

Mr. W. T. CURTIS [F.] , Chairman of the **Official Architects Committee** : Mr. Jenkins has asked for some further information with regard to the views of the Official Architects Committee in relation to a private architect or an allied society approaching a local authority with a view to influencing that authority in the employment of an architect. We as a committee consider that the local authority is the client of the official architect, and we think that for a local society to approach that authority is almost tantamount to an official architect approaching the client of a private practitioner. There is to be a conference between the Executive Committee and the Official Architects Committee to discuss this question, and I hope that we shall reach an amicable settlement.

Before sitting down, I should like to challenge Mr. Jenkins's statement that the finest architecture will automatically, as it were, be carried out by private architects. I am sorry that there should be any distinction made between members of this Institute. We who are officials are members of this

Institute, and the only difference is that we are paid monthly instead of at the end of the job.

Mr. W. F. B. LOVETT [A.] : What is the origin of the sum of £38 9s. 11d. mentioned in the third paragraph of the report of the Official Architects Committee?

Mr. W. T. CURTIS : That sum represents the balance of funds belonging to the Official Architects' Association, which flourished in the dim past. The Official Architects Committee thought that as this sum was lying dormant, or almost dormant, in the bank, it would be better used if it were handed over to the Benevolent Fund.

The PRESIDENT : We will now pass to the work of the Foreign Relations Committee. Mr. Howard Robertson is here, and I shall be grateful if he will say a word about that.

Mr. HOWARD M. ROBERTSON [F.] , Chairman of the **Foreign Relations Committee** : I am glad not to have been one of the pilloried ! The questions which Mr. Jenkins asked is simply answered. Irresponsible people in my neighbourhood have said that these letters—"C.P.I.A." "R.I.A.", "C.I.A.M."—are motor car numbers, but in fact that is far from the truth : they are foreign names, and that is why they are not spelled out, because we did not think that it would be very nice to put French names in the JOURNAL ! The first one is the Comité Permanent International des Architectes; the second is the Réunion Internationale des Architectes; and the third is the Congrès Internationaux des Architectes Modernes. Someone might think that the Foreign Relations Committee was taking it upon itself to invite those bodies to come to England to hold conferences. That is not the case, and we have no authority to do so. If, however, they do come, the purpose of this note is to point out that we should try to co-operate with and to co-ordinate the meetings of those societies should they take place in the same year. We are in touch with them, and that is all.

The PRESIDENT : I think that Mr. Ashley may have some remarks to make on behalf of the Practice Standing Committee.

Mr. HENRY V. ASHLEY [F.] , Chairman of the **Practice Standing Committee** : I also am glad to note that I am not one of those who are pilloried, and I am, therefore, not in the dock. As Chairman of the Practice Committee I represent one of the Standing Committees of the Institute, which, as all present will realise, are in a moribund condition, and, though standing upright on the floor of the house, I am not sure that I ought not to be lying prone below. From what Mr. Jenkins has said, members will be relieved to know that the Practice Standing Committee, as well as the other Standing Committees, appear to be going to die full of honour, and Mr. Jenkins has not himself inflicted any serious wounds or damage causing the death blow.

The specific point which he raised was as to whether the sub-contractor would suffer in the event of the main contractor going bankrupt. I think that he will find the answer to that if he will carefully read the report of the committee, wherein he will see that the sub-contractors' association has agreed a form of sub-contract with the master builders which has been accepted by this Institute, so that it may be said that the sub-contractors have protected themselves against loss as far as possible.

I think that that was the only point raised by Mr. Jenkins, and, while personally expressing my regret that these great Standing Committees of the Institute are to be no more, I feel sure that the new committees will carry on the good work in as able and efficient a manner as their predecessors.

**Mr. GILBERT H. JENKINS [F.]** : The reason that I raised this question was that I understand that the main contract is being revised at the present time. The sub-contractors are advised that they have no privity of contract with the employer, and that it is in the main contract that they have to be protected. At the moment they are not protected, but I am hoping that when we get our new contract they will be. As architects, I think that we are particularly interested in those artists whom we employ, and it is extremely hard for those men if a builder goes bankrupt between the time a certificate is issued and the money is paid, because they lose their money and it goes into the bankruptcy estate.

**Mr. KENNETH M. B. CROSS [F.]**, Chairman of the **Competitions Committee** : On behalf of the Competitions Committee, I think that there are two small points with which I should deal. First of all, Mr. Jenkins stated that there were 31 competitions last year as opposed to 54 the year before. As a matter of fact, if you will glance at the current issue of the *JOURNAL* you will see that there are at the present time something like 17 competitions referred to, which I think shows that things are not slackening off; in fact, it is rather the reverse. About 10 of those 17 have already been dealt with by the Competitions Committee. Much as we are shot at, and are always liable to be shot at, we are very much alive and going strong, and I think that the system is working very well, in spite of the attacks which are made upon it from time to time.

Mr. Jenkins suggested that the reminder to competitors with regard to the delicate matter of writing to the public Press about awards in competitions should form part of the competition conditions.

**Mr. GILBERT H. JENKINS** : I said that that was impossible.

**Mr. KENNETH M. B. CROSS** : The trouble is that if we were to incorporate anything of that kind in the conditions, or attach it to the conditions, we should in effect be washing our dirty linen in public. The conditions are signed by the town clerk or other authority representing the client, and it is extremely undesirable to wash dirty linen in public. It is purely a domestic concern, and should be dealt with by ourselves.

**Mr. H. M. FAIRWEATHER [F.]**, Chairman of the **Science Standing Committee** : Mr. Ashley kindly suggested that Mr. Jenkins should read the report of the Practice Committee. I think that there can be no doubt that Mr. Jenkins has read very carefully the report of the Science Committee, because, fortunately for me, he has made no criticisms and has asked no questions. The work of the Science Committee has grown tremendously. Professor Abercrombie said that the Town Planning Committee had done a fair amount of work, but, if the Town Planning Committee has done a fair amount of work, the work of the Science Committee is enormous !

I should like to call attention to one aspect of the work of the Science Committee which has grown, and that is its work in connection with the British Standards Institution. I think that in the new Committee which is to take over when the

Standing Committee ends the lesser number of members, fourteen, will be able to work more efficiently, and I hope that they will tackle this very big problem and see that indiscriminate standardisation is not pressed too far.

**Mr. R. C. FISHER [A.]** : I notice in the report of the Science Standing Committee a paragraph devoted to **Air Raid Precautions**. I should like to ask one question. I think that many of us are wondering why it is that the issue of the handbook of the Home Office on structural precautions has so long been delayed. It would be an advantage if we could hear something about that.

**Mr. H. M. FAIRWEATHER [F.]** : Mr. Thomas Scott, the Vice-Chairman of the Science Committee, is here, and he knows more than I do about this little handbook, so that perhaps he will reply to that question.

**Mr. THOMAS E. SCOTT [F.]**, Vice-Chairman of the Science Standing Committee : I thought that this unfortunate subject might be discussed. The story of air raid precautions, so far as this Institute is concerned, is briefly this. Nearly three years ago a member of the staff of the Air Raid Precautions Department came to the Institute and asked whether he might discuss the draft of a structural precautions handbook which he and his colleagues had prepared. Mr. Bird and myself, who was then a member of the Science Standing Committee, were deputed to meet this gentleman and we spent a few hours looking through the draft of the handbook, about which enquiry has been made. We have been looking through it for the last two and a half years !

This subject of air raid precautions, in so far as it affects architects—and it does vitally affect architects—is or was a very new subject. When we first looked at this draft, we felt that perhaps it was impossible to do anything. For this period of two and a half years or so Mr. Bird and I, together with representatives of certain other professional bodies and members of the Air Raid Precautions Department of the Home Office, have been examining the problem to find out what architects could do, not to guarantee complete safety for everybody who lives or works or plays in a building, but to increase their chances of safety if war should come.

The problem has been a very difficult one, but we have now reached a stage when I think that something is likely to be done.

So far as Structural Precautions Handbook No. 5 is concerned, I have to confess that after others had attempted to write that book I was asked, to my horror, whether I would undertake the task. I have done the best that I can, and that handbook will in due course, I hope, find its way on to the desks of architects; I hope that it will not go the usual step further ! It will contain the very seriously considered opinions, mainly of architects, who have tried to view this problem not as a soldier's problem and not as a householder's problem, but as a problem which the architect more than any other professional man can solve. Of that we are absolutely convinced, and this little handbook, although it does not go quite as far as many of you might wish, is the result, as I hope you will realise, of a great deal of hard work and an indication of one of the additional factors that architect, in future will have to face.

I think that I may be in order if I report a stage further as to what is happening, namely, that the Home Office have

requested the R.I.B.A. to help them, and I hope that during the next few months a series of conferences will be held, both in London and in the provinces,\* at which all architects who are disposed to spare the time and have the interest to attend will hear a rather more lengthy explanation of the problem than I have been able to give in this little booklet, and which will also provide us with an opportunity of discussing with architects their own particular problems. You will all find, I am sure, when you do examine this problem of air raid precautions, that by judicious planning and construction you can probably do far more than is possible by constructing dug-outs in the middle of the road, or by adopting the devices which so many newspaper correspondents write about. These are usually spectacular precautions which provide safety for the few who can get into them until they are hit, and then they do not provide anything except a grave. We are not concerned with that sort of thing; we, as architects, are concerned with buildings, and if what we have to recommend will make buildings a little more safe for their occupants, I think we shall be able to claim to have rendered some service.

I am sorry to have spoken at such length, but this is a rather important subject, and I hope that when the time comes for the inaugural conference, to be held in London, we shall receive the interest and support of as many members as possible.

Mr. H. CHALTON BRADSHAW [F.], Chairman of the **Literature Standing Committee**. I feel we are approaching the more cordial moments of our meeting, because Mr. Jenkins was good enough to refer in an appreciative manner to the work of the Literature Standing Committee. Those of us who have been associated with that Committee feel that we have passed through a memorable year. Mr. Jenkins referred to the publication of the R.I.B.A. catalogue, a very skilful work for which we are greatly indebted to our staff, and which was made possible by the generosity of Sir Banister Fletcher. We look forward to the forthcoming second volume, which will complete that great work.

Those of us who are able, as I am, to look back nearly twenty years to the old premises of the R.I.B.A. and those snug rooms where we used to keep our books amid delightful heaps of dust must feel that in this new building the library has been put on a substantial footing and adequately indexed and cared for.

The year has been marked by the acquisition of many notable drawings and papers, and the Barry drawings of the Palace of Westminster and the diaries of that architect are of considerable interest. The Literature Committee have recommended to the Council that an opportunity might be found for those papers to be exhibited, so that they may be inspected more easily by the general body of members, in one of the downstairs rooms. In all this work it is only right to refer to the help we have received from the library staff, which has made our task in the committee a continual source of pleasure and pride. I am very glad to know that Mr. Jenkins felt that the year has been marked by some good progress so far as we are concerned.

The Hon. H. A. PAKINGTON [F.], Chairman of the **Art Standing Committee**: I noticed that Mr. Jenkins took the unusual course of going backwards through the report, and therefore I sat in trepidation all through his speech wondering

what he was going to say when he came to us; but when he got there he stopped suddenly short, so that I suppose that our work is either above criticism or beneath contempt!

The PRESIDENT: I think that every committee has had its chance, and I will now ask you to vote on the resolution, which reads:—

*"That the Report of the Council and Committees for the official year 1937-1938 be approved and adopted."*

The motion was carried unanimously.

Mr. R. D. MANNING [L.]: There is one committee which has not been mentioned so far, namely, the **Salaried Members Committee**.

The PRESIDENT: I do not think that any comment was passed upon it, and I think that the reply of Mr. Pakington, when I inadvertently put him to the trouble of speaking on the work of a committee regarding which no comment had been made, may be held to apply to any other cases. As he said, the work of a committee not criticised may be regarded as being above criticism. We can quite well afford to be irregular, however, if there is anything that anyone especially desires to say. We have already carried the resolution, because I took it that the silence meant that there were no further comments, but I should hate anyone to go away thinking that he had been unable to say something which was on his mind. Therefore, if no objection is taken, I will allow further comment to be made.

Mr. E. A. D. TANNER [A.]: I wanted to ask whether this committee had considered an alleged conspiracy against salaried architects by certain public offices. This has received a good deal of attention lately in the professional Press and elsewhere.

Mr. P. K. HANTON, O.B.E. [F.], Chairman of the **Salaried Members Committee**: This matter has been considered in the committee on several occasions, and the opinion of the committee was that there was no such conspiracy. It was considered on two or three occasions and put to the vote. At the last meeting of the committee we came to the conclusion that there was not sufficient evidence to prove anything of the kind.

Mr. R. W. BEARD [A.]: The A.A.S.T.A. has definitely proved the existence of this conspiracy. If that is brought to the notice of the Salaried Members Committee, will they consider the question again?

Mr. P. K. HANTON: Yes. We are quite prepared to consider any evidence.

The PRESIDENT: I am sure that any evidence of such a thing would certainly be considered.

The list of attendances at the meetings of the Council has been laid on the table and will be printed in the next issue of the JOURNAL and also sent out to members with the voting papers.

I now have the pleasant opportunity of moving that a hearty vote of thanks be accorded to Mr. Robert W. Pite [F.], and Mr. F. J. Toop [A.], for their services as Hon. Auditors for the past year.

(The vote of thanks was carried with acclamation.)

The PRESIDENT: Mr. Robert W. Pite [F.] and Mr. J. Maclarens Ross [A.], are both eligible and willing to be nominated as Hon. Auditors for the current year, and if it is your pleasure I beg to move that they be so nominated.

(The motion was carried unanimously.)

\* The Inaugural Conference will be held at the R.I.B.A. on 13, 14, 15 June. See Editorial note p. 679.



*The general view of the interior gives a good impression of the tones of illumination and the crispness of the detail. The lighting plan below should be read with the sections on the opposite page*

## PROGRESS IN LIGHTING

TWO RECENT EXAMPLES OF THE APPLICATION OF NEW IDEAS AND METHODS TO INTERIOR ILLUMINATION

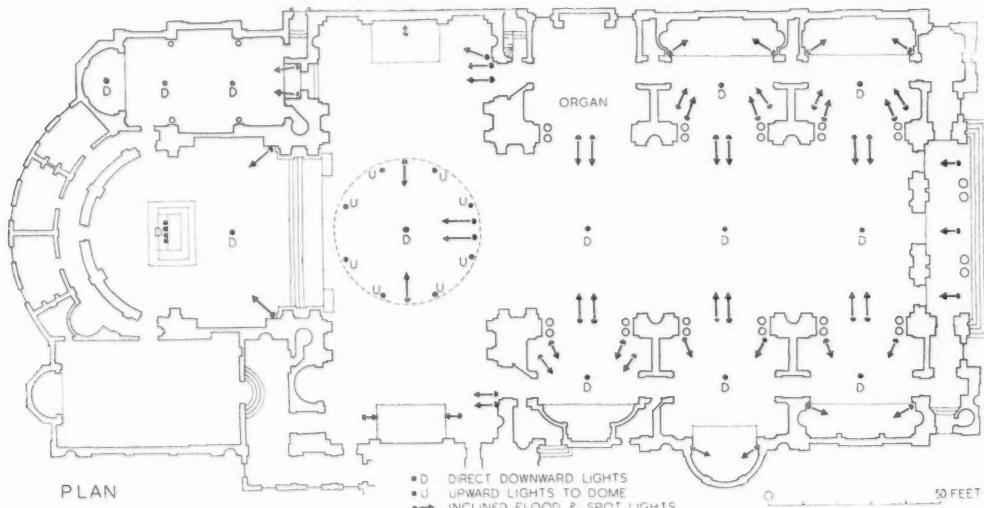
The two lighting schemes, here described and illustrated, are quite dissimilar both in purpose and technique, but have the common factor of intelligent use of illumination that is not only efficient but also has definite design purpose. The fact that light is a design medium is even now only beginning to be realised and few architects in this country have begun to explore its immense possibilities. Among those who have done so are the two whose work is here illustrated.

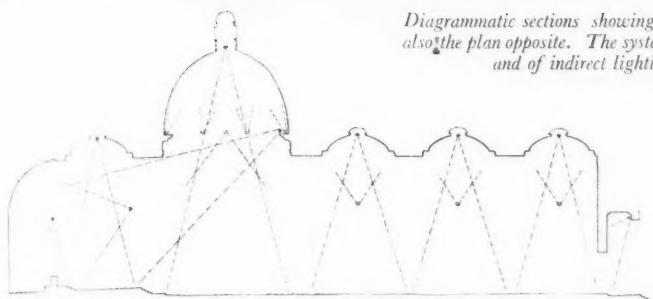
### THE RE-LIGHTING OF BROMPTON ORATORY

*Lighting Consultant : R. Waldo Maitland [A.], Comp.I.E.E.*

Brompton Oratory has a cruciform plan with chapels occupying the aisle space. It is roofed with barrel vaults and a central dome over the crossing. The nave vault is intersected with three small saucer domes, as also are the vaults of the chapels. The elaborate Classic decoration of the interior is in high relief and vigorous colour.

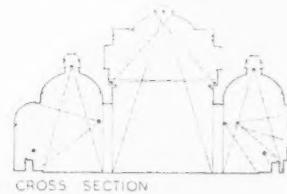
The two principal lighting requirements in churches are sufficient light for reading at all the seats and what may be termed "effect lighting." The two methods commonly employed are suspended fittings or so-called "floodlighting." Both usually fail to





LONGITUDINAL SECTION

*Diagrammatic sections showing the elevations of principal light sources. See also the plan opposite. The system is a combination of direct downward lighting and of indirect lighting, some upwards and some horizontal*



CROSS SECTION

fulfil adequately either or both of the two requirements of efficiency and effect. Unskilful floodlighting is also liable to flatten the architectural detail.

In this scheme the utility and effect lighting have been separated. The former is provided by downward lights placed high up in the eye of each dome and controlled to cover the floor area only. The walls are not illuminated except by reflected light from these sources. There are three such lights over the nave and they give a general illumination of 3 foot candles at reading level.

The effect lighting of the nave is a soft floodlighting of the barrel vault from sources placed well back in window recesses above cornice level, the lights on each side illuminating the opposite quadrant of the vault. This softens the effect of the direct downward lighting.

The main dome over the crossing has a powerful central light shining downwards for utility purposes and a ring of floods in the drum gallery shining upwards. This gallery also contains two amber-coloured floods providing general lighting to the sanctuary and apse. Secondary lighting of the sanctuary is from two flood spotlights in the corners by the main piers projecting on to the high altar. Four small lights in the canopy over the altar also throw light directly downwards. All these sanctuary lights are used during services. There is also a single downward light in the sanctuary dome lighting the floor area ; this is used when there is no service in progress.

The transept barrel vaults are lit on one side only, that nearest the altar, from above the main cornice. Spotlights concealed in the side walls light the transept altars. In the chapels the system is a miniature of that used for the nave and high altar. There is a downward light in the dome, cornice floodlights for the whole altar and two small spotlights lighting the table of the altar from each side.

A description such as the foregoing can give but a poor impression of the effect. The general effect is of strong light at floor level, and softer light on the vaults, the walls being in a lower tone. But although there are slightly contrasting tones, hard and abrupt edges of light have been skilfully avoided. The figures and modelling on the walls have their own delicate

shades and high lights. The form of the interior is given a crispness which is not over-dramatic. This result is obtained by careful proportioning of the direct and indirect light and an avoidance of too great a total of light which might have "killed" the detail. Finally, the indirect sources have been so well placed that it is difficult for the visitor to discover them.

The lighting contractors were T. Clarke & Co.



*The sanctuary is lit by amber floods from the main dome, floods from the sides of the sanctuary and a direct downward light. The altar has lights in the canopy*



*The name sign is white and gold fluorescent tube and the five yellow coloured bars of light over the doors are in high-tension tubing*



*The entrance by day. The metalwork is stainless steel*

## THE HALL CROWN SHOP, CROYDON

*Architect: Oliver P. Bernard [L.]*

This shop is a single-floor building and is devoted to the selling of low-priced articles. It consists of one large open interior with flat-topped counters on which the goods are displayed. These counters are arranged in long lines with gangways between, all high fittings being kept against the walls.

The problem of lighting such an interior is very largely that of illuminating the goods themselves on the counter tops at a fairly high intensity and with even distribution. Almost equally important, in a shop selling fabrics, is the provision of colour correction. Good general illumination is important but secondary.

Mr. Bernard has met these requirements by using as the sole illuminant "Osira" low-tension fluorescent tubing, fixed at a height of 9 ft. 6 ins. above the counters. This gives an exactly even intensity of about 17.5 foot candles along all the counter lengths. Three colours of tube are used, namely, bluish white, golden red and blue, which together give an almost exact reproduction of daylight.

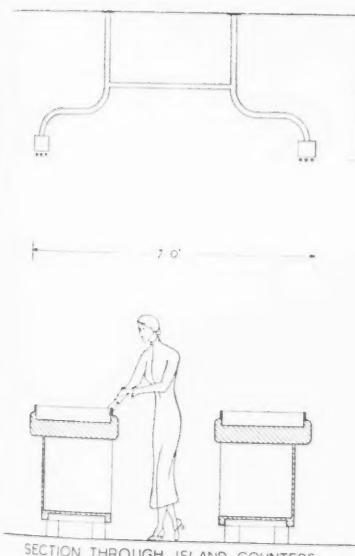
23 May 1938

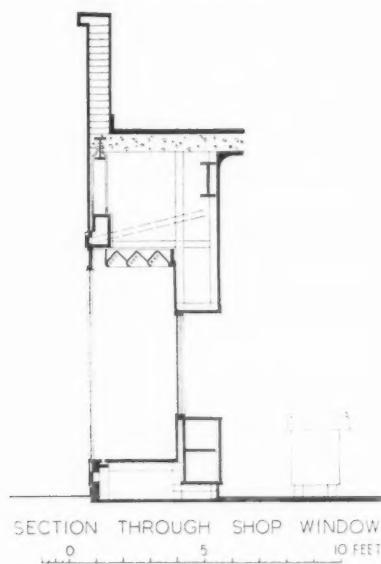
JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

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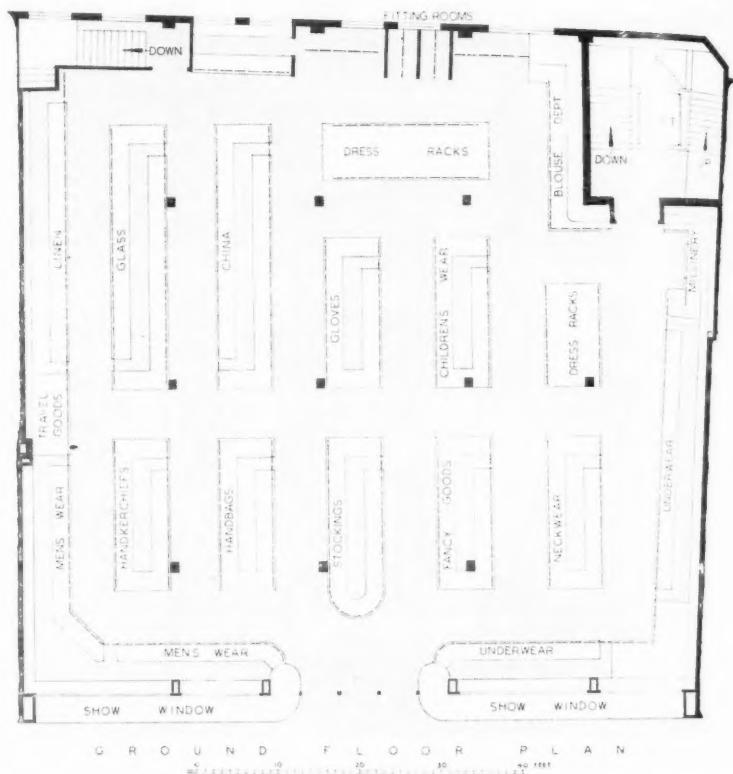


Detail views and a diagram showing the arrangement of the fluorescent tubes over the counters. The even quality of the lighting should be noted and also that the tubes are not bright enough to cause halation on the photographic negative. Nevertheless the intensity on the counter is 17.5 foot candles





Above is a detail of the shop front showing the lighting slots in the window head. The plan shows the arrangement of island counters. These are movable fittings and, with the lighting, can be altered inexpensively



A characteristic of low-tension fluorescent tube is its "throw" from a source of low intensity. This means in effect that the general lighting of the whole interior is very even, the intensity in the centres of the gangways at counter level being only one foot candle lower than on the counters themselves. It also means that the tubes, though bright, are not glaring to look at. Indeed the general effect of the bands of light is attractive and stimulating.

This is the first time that a shop has been lit entirely with fluorescent tube. To obtain similar results in even lighting and colour correction with a system of incandescent lamps would be not only very difficult but would result in a very high current consumption. Although the tube installation has a first cost of about three and a-half times that of a lamp installation, the all-in running cost is about half.

The shop owners have entered into a maintenance contract for a fixed annual sum with the suppliers of the installation. Under this the former can call at any time for immediate work to keep the installation in its original condition; they are thus saved the cost of staff electricians.

Three similar groups of tubing, arranged in overhead

slots, light the shop windows indirectly, giving an intensity of 20 to 21 foot candles. The name sign is also in white and gold fluorescent tube, backed by half-round stainless steel reflectors.

The five bars of yellow light over the main entrance are in high-tension tube. These yellow bars are a kind of trade sign of the owners, but yellow is not obtainable in fluorescent tube. High-tension tube is narrow, but the effect of wide bars has been obtained by stainless steel reflectors similar to those used with the name sign.

The shop has several other points of interest. The whole floor is covered with quartzite squares, which are permanently non-slip. The counters are built up of repeating units and stand on this floor. At the same time the overhead lighting conduit is arranged in a grid concealed in the floor. Consequently the counter arrangement and lighting could be varied inexpensively and quickly.

The internal fluorescent lighting to the shop was supplied and fixed by the General Electric Company, Ltd., and the external hot cathode lighting by Claude-General Neon Lights, Ltd. The wiring installation was by T. Clarke & Co. The general contractors were C. H. Gibson, Ltd.

## REVIEW OF CONSTRUCTION AND MATERIALS

*This series is compiled from all sources contributing technical information of use to architects. These sources are principally the many research bodies, both official and industrial, individual experts and the R.I.B.A. Science Standing Committee. Every effort is made to ensure that the information given shall be as accurate and authoritative as possible. Questions are invited from readers on matters covered by this section; they should be addressed to the Technical Editor. The following are addresses and telephone numbers which are likely to be of use to those members seeking technical information. There are many other bodies dealing with specialised branches of research whose addresses can be obtained from the Technical Editor. We would remind readers that these bodies exist for the service of Architects and the Building Industry and are always pleased to answer enquiries.*

*The Director, The Building Research Station, Garston, Nr. Watford, Herts. Telegrams: "Research Phone Watford." Office hours, 9.30 to 5.30. Saturdays 9 to 12.30.*

*The Director, The Forest Products Research Laboratory, Princes Risborough, Bucks. Telephone: Princes Risborough 101. Telegrams: "Timberlab Princes Risborough." Office hours, 9.15 to 5.30. Saturdays 9.15 to 12.*

*The Director, The British Standards Institution, 28 Victoria Street, London, S.W.1. Telephone: Victoria 3127 and 3128. Telegrams: "Standards Sowest London." Office hours, 9.30 to 5. Saturdays 9.30 to 12.30.*

*The Technical Manager, The Building Centre, Ltd., 158 New Bond Street, London, W.1. Telephone: Regent 2701, 2705. Office hours, 10 to 6. Saturdays 10 to 1.*

### MAGNESITE COMPOSITION FLOORS

Magnesite composition floors have been used in building for rather more than thirty years. Generally the material has proved satisfactory, with the result that a considerable industry has been created. Frequently, however, its use has been a somewhat risky proceeding for the architect. The most reliable firms provided a sound job, taking care of the many technical difficulties inherent in the material. But there existed no code of practice by which the architect could specify a quality and see that he got it. He was shown samples, agreed a price and appointed the flooring subcontractor, but could do no more. It is not, therefore, surprising that price-cutting—the only available criterion—set in and workmanship degenerated. It was easy for anyone possessed of quite small capital to employ a few workmen, more or less skilled, to buy some material and to set up in business as a magnesite flooring contractor. The result was that an excellent material began to fall into disrepute and many architects declined altogether to use it.

Following a suggestion made by the Building Research Station, the manufacturers of magnesite floors took steps to remedy this deplorable state of affairs. The Advisory Committee on Building Acts and Bye-laws of the Building Industries National Council set up a Panel to draw up a Code of Practice. The Panel was representative of all sections of the Building Industry, including the Building Research Station and H.M. Office of Works. The R.I.B.A. representative was Mr. K. M. B. Cross [F.].

The B.I.N.C. have now published a very thorough Code of Practice\* which establishes standards of workmanship, materials and tests. Concurrently with this work, the British Standards Institution prepared a standard specification† for the manufacture of materials; this has also been recently published.

For the architect these two documents form a thoroughly

\*Code of Practice for the Laying of Magnesite Composition Flooring and Dadoes. Published by the Building Industries National Council, 5 Duke Street, Adelphi, W.C.2. Price 1s. 3d.

†British Standard Specification No. 776-1936. Materials for Use in the Manufacture of Magnesium Oxychloride Flooring Composition. Price 2s.

reliable guarantee of quality. He has only to specify materials in accordance with B.S.I. Specification No. 776 and workmanship in accordance with the B.I.N.C. Code of Practice. He should nevertheless study a copy of the latter document since it contains information on qualities, as represented by single or two-coat work and also on the substructures on which floors or dadoes should be laid.

The principal defect of magnesite compounds is that they corrode metal. This is of special importance where pipes or conduit pass through or are otherwise in contact with the material. It is also liable to be dangerous to steelwork embedded in concrete if the latter is at all porous. The code requires a minimum thickness of one inch of dense concrete and where this is not obtained it may be necessary to apply a cement screeding. Exposed metal is best protected by bituminous paints, and specifications for these are given in the code. Cracks in old concrete are to be treated with a filling of bituminous paint and a strip of bituminous felt. It is also necessary to keep magnesite compounds out of contact with plaster, and for this strips of wood or treated metal or cement fillets are specified.

The compounds are mixed on the site and care must be taken that the wet material is not spilt in places where it is liable to cause damage to metalwork. The code specifies that mixing shall take place outside the building where this is possible, otherwise adjacent floor and wall surfaces must be protected by tarpaulins. Obviously, mixing on a bare unscathed reinforced concrete floor would be dangerous. From the architect's point of view this is a matter for the clerk of works or general contractor's foreman.

The publication of these documents affords yet another example of standardisation in building practice tending to reduce uncertainties and to eliminate risks. This vitally important movement has only become possible through research. It is no reflection on the competence of the responsible committees to say that this code of practice and standard specification could not have been established without the research work and guidance of the Building Research Station, to whom their inception was in the first place due.

## RECENT BRITISH STANDARD SPECIFICATIONS EXTENDERS FOR PAINTS, ETC.

No. 255.—*Asbestine*: A useful and frequent substitute for barytes to which it may be preferred because it keeps the pigment in better suspension in paints kept ready for use.

No. 260.—*Barytes*: A popular material in the paint trade for cheaper types of paints. It is apt to sink to the bottom of ready-made paints and leave the thinners on top. As a matter of personal opinion, good quality gloss paints should not contain barytes.

No. 261.—*Blanc Fixe*: Another form of barytes produced by precipitation, in soft dry powder or pulp as preferred. This is most suitable in paste for mixing with various Lakes and other fine colours for high-class coach enamels and similar fine paints.

No. 301.—*Silica*: A hard extender in paste and liquid fillers, and in abrasive materials.

There are numerous paint extenders marketed under trade names, some of which are incompatible with B.S. Specifications for such materials, as they vary in chemical and physical composition; at the same time some are equally as good. But so long as railway companies, Government departments, etc., prefer paints that conform to standard specifications, it rests with manufacturers to supply them accordingly, and here the manufacturers' liability ends. Nevertheless, complaints continually occur concerning the behaviour of perfectly good standard materials, and it is difficult to trace many such complaints to their real source, which may be faulty workman-

ship, improper surface preparation, unsuitable weather conditions during application, or other causes beyond manufacturing control.

*Driers for Paints.* Nos. 331—*Paste Driers* and 332—*Liquid Driers*: These meet a demand for driers in handy form, but need not be regarded as of general manufacture, being produced when called for. Many manufacturers have particular methods of preparing both liquid and paste driers based on individual standards.

*Venetian Red for Paints.* No. 360—1938. In this specification the iron content (expressed as  $Fe_2O_3$ ) is rigidly controlled, and the water-soluble matter is equally important to note. I have examined consignments of Venetian Red, so-called, received in a state that resembled wet earth. As a colour for paint I do not think Venetian Red, according to B.S. 370, is of much value to artists or decorators. A mixture of Red Oxide and Turkey Red is more the colour to take its name from the jewel of the Adriatic. I know lots of mixtures that improve the hues and shades of colours well known by name; but a multitude of good and bad mixtures is being disguised by proprietary and personal nomenclature, which renders the identity of colour more vague, confusing and meaningless day by day. Some day, colour terminology will be treated as not less important than colour physics. Then colours will be named with at least as much care as racehorses and greyhounds; but what a stable there is to clean!

OLIVER P. BERNARD

## SOIL AND WASTE

The admirable series of minimum specifications issued by the Institute of Plumbers does not seem to receive the attention from architects that it deserves. Three have been published, dealing respectively with soil and waste systems, cold water services and drainage work.\* A specification for hot water supplies is in course of preparation.

The issue of a revised and extended edition of No. 1 specification affords an occasion for discussing the series again. Their aim is "to lay down a minimum of sound practice and to provide codes to which reference may readily be made by all concerned in planning, administering and executing sanitary and plumbing work." Of necessity they follow the lines laid down by the Model Byelaws, but do not attempt to cover the many existing variations in operative

byelaws. The primary aim is good practice of reasonable standard, the names of the responsible committee being a guarantee that the materials and methods recommended are based on experience and are practical.

Indeed it is not unlikely that the specifications would prove useful weapons in dealing with a building inspector whose authority's byelaws, or his interpretation of them, are too rigid or antiquated.

The specifications are written with a simplicity which some of our jargon-addicted specification writers might well emulate. The illustrations are exact and easy to read, particularly those in specification No. 3 and the revised edition of No. 1, which employ colour. In the matter presented, obsolescent methods are almost entirely ignored, wherein the specifications differ from the usual text book. It is a defect of most books on sanitation that in discussing what to avoid at some length they fail to give the student a really clear picture of good modern practice in all branches.

These specifications should be among the reference books in the office of the practising architect, and they will also be of help to the senior architectural student. A new section of the revised specification No. 1 contains much useful advice on the "combined" or "one-pipe" system, about which very little technical information has so far been published.

\*No. 1. 1933, revised 1938. *Minimum Specifications for the Installation of Soil, Waste and Ventilating Pipes and for the "Combined System" of Soil, Waste and Ventilating Pipes.*

No. 2. 1933. *Minimum Specification for the Fixing of Cold Water Services.*

No. 3. 1935. *Minimum Specification for Drainage Work in Connection with Buildings.*

Published by the Institute of Plumbers, 81 Gower Street, W.C.1, each 2s. net, 2s. 2d. post free.

## Book Reviews

### DESCRIBING BUILDING\*

Reviewers of *Specification* are annually faced with the problem of saying as gracefully as they can that it is "better than ever." But the improvement over a number of years, expressed as a curve, is not a straight line. It became suddenly very steep when Mr. F. R. S. Yorke [A.] assumed the editorship four years ago and has since maintained itself as a considerable acclivity.

The principal feature of this year's issue is a slight decrease in bulk, though the volume of information is greater than before. This has been achieved by considerable re-writing with a view to condensation and also the reduction of much information to tabular form. A good example of condensed writing is an article on metals, occupying the first page of the metal worker section; this is a quite detailed survey of the history and modern application of metals to building. A typical piece of tabular work is given under paving, where the desirable materials for all sorts of paving jobs are suggested in a table occupying two-thirds of a page; the same information, if presented in an article, would have occupied three times the space and ended by being less easily comprehensible to the hurried searcher.

It is clear that Mr. Yorke has had in mind the fact that his readers are almost always looking for one particular piece of information and are only very occasionally reading at large. In addition to the usual general index there is a contents table arranged alphabetically. There are also two indexes to the advertisers, one alphabetical and the other analytical. Finding of the general index is, however, not too easy, since it is not quite at the end of the volume. Mr. Yorke might boldly copy the practice of the Technical Reference published by the Architectural Association and print the general index on paper of a different colour. At present a paper of different colour is reserved for an advertisement display of several pages. This prominence no doubt pleases the advertiser, but is liable to irritate the reader who thinks he has spotted the index from outside the volume.

Mr. Yorke has taken his advertisers in hand and urged them to devote their pages to the presentation of useful information, so that the advertisement pages instead of being something of a hindrance, in many cases supplement the editorial pages. Some of the

wiser advertisers must have needed no encouragement to do this, but there are still too many who merely adjure the architect to use their particular product-- to which the unspoken reply is "Why should I?"

Being itself a commercial production, *Specification* is able to discuss proprietary materials in its editorial pages. That the writers cannot always tell the whole truth about particular proprietary materials does not mean that the information given editorially is not to be relied on. Every architect uses proprietary materials and a discussion of their properties, in some cases based on B.R.S. reports, is valuable even if the very occasional warning cannot always be uttered. In any case the great majority of products offered to architects are sound and reliable, and their producers only too willing to give real service. Quack remedies and shoddy materials, however much boosted by advertising, tend to fade away rapidly under the critical eye of the building industry. Moreover, Mr. Yorke can be relied on not to lower the value of his own product by including material he suspects to be unsound.

A good example of tabular information on proprietary materials is that, given on several pages, on the physical properties of bricks. This is arranged according to areas of supply and gives the name of the maker, selling name, type, size, colour, weight, texture, crushing strength and (in many cases) the price per 1,000.

Included in full for the first time is the British Standard Specification for Sequence of Trade Headings and Specification Items. This specification, which, as its name implies, sets out the order in which items should be stated, is not sufficiently well known to or used by architects. Its chief merit is that by standardising practice it makes easier the tracing of items and, what is more important, reduces the chance of omission. This B.S. Specification has been used for the first time as the basis for arranging the sequence of items in the volume under review. Consequently it begins with "General Conditions," "Preliminary and Generally," and "Roads and Footways," and ends with "Equipment and Furniture."

The price of half a guinea is very low for a publication of such value to the architect.

### THREE BOOKS ON TIMBER

**TIMBER, ITS STRUCTURE AND PROPERTIES.** By H. E. Desch. 8vo. xxiv + 170 pp. London. 1938. 12s. 6d.

**TIMBER DRYING AND THE BEHAVIOUR OF SEASONED TIMBER IN USE.** By R. G. Bateson. 8vo. xiv + 138 pp. London: Crosby Lockwood. 1938. 10s. 6d.

**A DICTIONARY OF WOOD.** By E. H. B. Boulton. 8vo. 206 pp. London: Nelson. 1938. 3s. 6d.

\**Specification* 1938. The Architectural Press. 10s. 6d.

It is an opportune time for new books on timber, and these three form a valuable addition to the present rather scanty information on the subject.

The first of the three deals with a wide scientific field. It is written by a member of the Forest Products Research Laboratories and is to a great extent an attempt to collect together into a single volume the rather scattered scientific information which has been published from time to time

in pamphlets and reports. It is also an attempt to explain this information in terms understandable by the average architect, surveyor or building contractor.

The early part of the book deals with the structure of wood, and it must be admitted that whilst it has been simplified to a point where understanding becomes possible for any intelligent but not very scientifically-minded architect it is still very stiff reading. In later parts of the book, however, the value of the earlier chapters becomes more obvious. Part three on the properties of wood, e.g., strength, moisture movement, conductivity, etc., is clearly written and brings out many facts which are not generally appreciated, and completely refutes some old traditional ideas.

The seasoning of timber is particularly clearly described and a very sane statement regarding kiln seasoning should go some way towards clearing up prejudices on this point. The various methods used to assist preservation are described and there is a chapter on defects. The old and difficult problem of grading is left till last. The points about grading are made clearly, but the general impression one gets is that there is depressingly little hope of any real agreement on the subject in England for a long long time.

The second book, also written by a member of the F.P.R.L. staff, is a rather more specialised one on Timber Drying. The early part of this, on reasons for seasoning and what happens when timber is dried, is very similar to part of Mr. Desch's book, but in dealing with the actual process of seasoning it is much more detailed and includes a number of drying schedules. In spite of being a detailed survey of a scientific subject this book is written with a distinct attempt at general appeal—this is particularly noticeable in the form of some of the illustrations.

The third book of the group is of an entirely different sort. It is an index to about a hundred woods of various kinds. Each type is given two pages—one containing information such as name, genus, species and family and useful facts about properties, sizes available, uses and finishes, whilst the other page has in each case a photograph of the wood. It is a pity that the photographs are so small and also that there is no indication of their scale. Some duplication occurs where a single wood is dealt with twice—for example, Douglas Fir (Flat Sawn) and Douglas Fir (Rift Sawn). One would have thought that these might have been combined under one description.

As a handy little reference book it will be useful to many, but its value might have been increased if an appendix could have been added to include a number of headings of "Uses of Wood" with suitable timbers listed under each heading. It is from this angle that the architect is most likely to find such a reference book useful. Perhaps some such addition may be possible in future editions.

C. B. HANDISYDE [A.]

#### CRAFT HANDBOOKS

MODERN ROAD CONSTRUCTION. By Bernard A. Knight. Crosby Lockwood. 2s. 6d.

STONEWORK. By T. B. Nichols. Crosby Lockwood. 2s. 6d.

PAINTING AND DECORATING. By John P. Parry. Crosby Lockwood. 2s. 6d.

Three new volumes have been added to the Modern Handbook Series, reviewed in the JOURNAL of 20 December 1937. The series consists of elementary textbooks, each

dealing with a building craft. At the remarkably low price of half-a-crown each, the books are well within the purse-range of the poorest apprentice or student. Also the volumes are pocket size and can, therefore, conveniently be read on the way to and from work.

One cannot expect this type and size of book to be an exhaustive treatise, but nevertheless some of them have succeeded in covering their subjects thoroughly. *Modern Road Construction*, by Mr. Bernard H. Knight, is an example of this, though doubtless expert road engineers would find omissions. *Stonework*, by Mr. T. B. Nichols, covers its subject adequately though it does not deal with machine work and hardly touches the solid geometry which the advanced craft student must know. Mr. John P. Parry describes his *Painting and Decorating* as a "course of instruction," and in 107 pages it can obviously be no more than a short course, though it is competently done. He includes a useful glossary of technical terms.

For the architectural student or architect who wants concise, useful information on road construction, Mr. Knight's book can be recommended. They will, however, want a larger and more thorough book on masonry than is that by Mr. Nichols, which is better suited to the craft student. The architectural student who is starting the study of painting and decorating will find that Mr. Parry's book gives him a good general survey.

#### THE LAW OF SMOKE NUISANCES

THE LAW OF SMOKE NUISANCES. By W. R. Hornby Steer. 8vo. 66 pp. London: Nat. Smoke Abatement Soc. 1938. 2s. 6d. cloth; 1s. paper.

This book, it is suggested by Sir Lawrence Chubb in his foreword, "will be welcomed by all citizens interested in the cause of cleaner air"; architects certainly can be numbered among them. The installation of suitable fireplaces and furnaces is frequently their responsibility and their buildings are dirtied and harmed by smoke-laden air; yet despite their responsibilities and injuries few architects know much about the law of smoke nuisances.

Mr. Steer's book is based on an earlier book, *The Law Relating to Smoke and Noxious Fumes*, by the late Randolph Glen, which it brings up to date by reference to recent legislation, notably the new Public Health Act and the Local Government Act, 1933, and to recent cases in the courts and by the expansion and re-writing of much of the former text.

The text includes chapters on the history of smoke nuisance, the common law as it affects smoke nuisances, and special notes with reference to private houses, trade premises and London.

The author is a barrister and a Fellow of the Royal Sanitary Institute; he is Recorder of South Molton and standing counsel to the National Smoke Abatement Society.

#### PLANNED INFORMATION

ARCHITECTS' JOURNAL LIBRARY OF PLANNED INFORMATION, VOL. 4. Edited by Sir John Burnet, Tait and Lorne. sm. fo. 135 sheets+ index. London: Arch. Press. 1938. 21s.

This hardy perennial continues to display a catholic interest in every side of architectural technology, structural and materials data, planning notes, building equipment and professional practice matters such as estimating. The value of the information sheets is sufficiently proved by the extent of their use—indeed, they are so widely and well known that little more can be required here than a note to say that volume 4 is now published.

The index covers all four volumes and is well compiled with adequate cross-references.

## Review of Periodicals

Attempt is made in this review to refer to the more important articles in all the journals received by the Library. None of the journals mentioned are in the Loan Library, but the Librarian will be pleased to give information about price and where each journal can be obtained. Members can have photostat copies of particular articles made at their own cost on application to the Librarian.

Normally the journals referred to in this review, all of which are in the R.I.B.A. reference library, cannot be borrowed. Members are, however, asked to encourage their local public libraries and their local society's library to take as many journals as they can afford; and they are asked, for the convenience of local members, to notify the R.I.B.A. of what journals are known to exist in public or private hands in their own neighbourhood.

### SCHOOLS

ARCHITECTURE ILLUSTRATED. 1938. April. P. 100. Technical Institute at Twickenham, by W. T. Curtis [F.] and H. W. Burchett [A].

BUILDING. 1938. May. P. 210.

The Kappeli School, Zurich, by A. and H. Oeschger, with Kindergarten.

MÖDERNE BAUFORMEN. 1938. May. P. 249.

School for a large new suburb at Wersten, Düsseldorf, by Fritz Becker.

BYGGMÄSTAREN. 1938. No. 12. P. 118.

School gymnasium in timber.

ARKKITEHTI (HELSINGFORS). 1938. No. 3. P. 36.

Large co-educational school in Helsingfors.

### LABORATORIES

BATIR. 1938. February. P. 53.

Physical sciences laboratories at the Val-Benoit Institutes, University of Liège, by Albert Puters.

### MUSEUMS AND EXHIBITIONS

ARCHITECTS' JOURNAL. 1938. 12 May. P. 771.

General article on the Empire Exhibition, Glasgow, by B. and N. Westwood [A.A.].

BUILDING. 1938. May. P. 196.

General article on the Empire Exhibition, Glasgow.

L'ARCHITECTURE. 1938. 15 April. No. 4. P. 133.

Aquarium at the Trocadéro, Paris, by Roger Lardat. Largest and most up to date in the world.

8 EN OPBOWU. 1938. 7 May. No. 9. P. 87.

Stand for motor-car manufacturers at a motor show, by Koen Limperg.

ARCHITEKT, S.I.A. 1938. 4. P. 57.

Buildings at an Exhibition in Rome, 1937, by Attilio Podestà.

### LIBRARIES

L'ARCHITECTURE D'AUJOURD'HUI (PARIS). 1938. March. An important issue devoted to libraries; by far the most useful recent publication on this subject. Most of the great modern libraries of the world are reviewed and illustrated as well as many smaller examples. Considerable space is devoted to the Bibliothèque Nationale of Paris and valuable planning data on equipment, furniture, etc., is also included.

### CIVIC

ARCHITECT AND BUILDING NEWS. 1938. 6 May. P. 147. Yeovil Police Station and Courts, by A. J. Toomer [F.].

ARCHITECT AND BUILDING NEWS. 1938. 29 April. P. 117. Wallington fire station, by Robert Atkinson [F.].

### PRISONS

ARQUITECTOS. 1938. March. P. 43.

Design for a small prison for 12 men and 4 women, by Cottinelli Telmo.

### NAVAL AND MILITARY

ARQUITECTOS. 1938. March. P. 35.

Arsenal and shipyard buildings, including a Naval School, Alfeite, by Irmaos Rebelo de Andrade.

ARCHITECTS' JOURNAL. 1938. 28 April. P. 695.

ARCHITECT AND BUILDING NEWS. 1938. 6 May. P. 149. Anti-Aircraft Headquarters, Albany Street, London, comprising garage, drill hall, and residential accommodation, by W. G. Newton and Partners.

### HOTELS

ARCHITECTURAL REVIEW. 1938. May. P. 227.

Hotel at Rovaniemi, Lapland, by P. and M. Blomstedt.

ARCHITECTS' JOURNAL. 1938. 28 April. P. 709.

Green Park Hotel, Bournemouth. Small hotel of 60 bedrooms, by Collins and Geens.

### SHOPS

ARCHITECTURAL REVIEW. 1938. May. P. 239.

Offices and showrooms of the Liverpool Gas Co., by Quiggin and Gee.

ARCHITECTURAL FORUM (NEW YORK). 1938. April. P. 325.

Showroom for the Ford Motor Co., New York, by W. D. Teague.

### INDUSTRIAL

M. F. BAUKUNST (BERLIN). 1938. No. 4. P. 113.

Conversion of a disused coaling plant into a modern factory, its removal and re-erection in Berlin.

### TRANSPORT AND BRIDGES

DESIGN AND CONSTRUCTION. 1938. April. P. 137.

ARCHITECTURE ILLUSTRATED. 1938. April. P. 93. New Southern Railway Station at Surbiton.

CASABELLA. 1938. April. P. 4.

Aeroplane hangar in reinforced concrete, by P. L. Nervi.

CONCRETE. 1938. April. P. 203.

Reinforced concrete girder bridges of over 100 ft. span. A series of drawings.

C.C.C.P. 1938. No. 3. P. 40.

Designs for bridges in Moscow, by a group of Russian architects.

O.I.A.V. ZEITSCHRIFT (VIENNA). 1938. Nos. 13-14. P. 87.

The elimination of cross-roads by the use of clover-leaf crossings. Article by T. Titze.

### WELFARE

BUILDER. 1938. 29 April. P. 833.

Boys' holiday home, Hall's Green, Sevenoaks Weald, by A. Llewellyn Smith and A. B. Waters.

JOURNAL OF THE INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS. 1938. 10 May. P. 2010.

Central Health Clinic, Bristol, by C. F. W. Dening [F.].

## HOSPITALS

ARCHITECT AND BUILDING NEWS. 1938. 15 April. P. 63.  
Massage clinic at Sevenoaks, by Minoprio and Spencely [A.A.].  
NUESTRA ARQUITECTURA (BUENOS AIRES). 1938. No. 3.  
P. 75.

Small sanatorium in Buenos Aires.

LA CONSTRUCTION MODERNE. 1938. 1 May. P. 392.  
Sanatoria at Bodifffé-en-Plémet, by L. Feine and P. Tournon.

## SPORTS BUILDINGS

BUILDER. 1938. 29 April.  
Issue devoted to health and sports buildings with article by Eric L. Bird [A.J.].  
ARCHITECT AND BUILDING NEWS. 1938. 29 April. P. 120.  
Swimming baths, one open, the other closed, at Bordeaux.  
M. Madeleine, architect.  
JOURNAL OF THE INSTITUTION OF MUNICIPAL AND COUNTY  
ENGINEERS. 1938. 10 May. P. 1941.  
Article on Sports Ground layout and construction, by W. A. Pickering.

## THEATRES AND CINEMAS

ARCHITECT AND BUILDING NEWS. 1938. 29 April. P. 126.  
Ritz Cinema, Birkenhead, by Robert Cromie.  
ARCHITECTURAL FORUM (NEW YORK). 1938. April.  
P. 270.  
Esquire Cinema, Chicago, by Pereira and Pereira. The architect's problem is summarised and its solution well illustrated in detail.  
ARCHITETTURA ITALIANA (TURIN). 1938. No. 1. P. 3.  
Small theatre in Oleggio, by G. Franzini and others.  
CASABELLA. 1938. April. P. 12.  
Competition designs for the reconstruction of the Regio Theatre, Turin.  
FORUM (BRATISLAVA). 1938. No. 3. P. 49.  
Clubhouse in Igla containing cinema and gymnasium, designed by Bohuslav Fuchs.

## RELIGIOUS

BUILDER. 1938. 6 May. P. 895.  
The Anglican Cathedral, Cairo, Egypt, by Adrian G. Scott [F.J.]. Progress photos and notes on construction are included.  
ARCHITECTURE ILLUSTRATED. 1938. April. P. 94.  
Synagogue at Greenbank Drive, Liverpool, by A. E. Shennan [F.J.].  
M. F. BAUKUNST (BERLIN). 1938. No. 4. P. 121.  
Church in the traditional manner at Kassel.  
BAUGILDE. 1938. Heft 13. P. 429.  
Small church with parish hall attached, Stuttgart, by Karl Gonsler.  
BOUWKUNDIG WEEKBLAD ARCHITECTURA. 1938. 30 April.  
P. 147.  
First Church of Christ Scientist, Amsterdam, by G. Friedhoff.

## DOMESTIC

ARCHITECTURAL REVIEW. 1938. May. P. 221.  
Luxury flats in St. John's Wood, by Marshall and Tweedy [F.F.].  
ARCHITECTS' JOURNAL. 1938. 5 May. P. 747.  
Flats of four types in Budapest, by A. and G. Farkas.  
ARCHITECT AND BUILDING NEWS. 1938. 15 April. P. 60.  
BUILDING. 1938. April. P. 139.  
Regency Lodge, Swiss Cottage. Flats by Robert Atkinson [F.J.].

DESIGN AND CONSTRUCTION. 1938. April. P. 139.  
Reference section on flats and housing schemes, including articles by Stanley Gale on Slum Clearance and Redevelopment Schemes, and by F. Gibberd and E. Mopin on Prefabrication in Unit Tenements.

CONSTRUCTION MODERNE (PARIS). 1938. No. 23. P. 379.  
Flats in Rue des Patures, Paris, by Ginsberg and Heep.

## MATERIALS

ARCHITECTURAL REVIEW. 1938. May. P. 254.  
Acoustic materials in decoration. Examples are illustrated to show both application and texture.

BUILDING. 1938. April. P. 163.  
Comparative costs: asbestos-cement sheet roofings.  
NATIONAL BUILDER. 1938. May. No. 10. P. 351.  
Construction details. Stairs.

## EQUIPMENT

BUILDING. 1938. April. P. 166.  
Thermal and sound insulation in floors and roofs; article by C. W. Glover.

BUILDING. 1938. May.  
Technical sheet No. 5 on heating plant and fuel costs for constructions in general use.

NATIONAL BUILDER. 1938. May. No. 10. Supplement.  
Domestic Heating VI: Cooking and Water Heating by electricity, by H. A. J. Lamb [A.J.].

HEATING AND VENTILATING ENGINEER. 1938. April.  
P. 493.  
Warming buildings—heat losses and heat requirements, by L. J. Overton.

JOURNAL OF THE INSTITUTION OF HEATING AND VENTILATING  
ENGINEERS. 1938. April. P. 60.  
Superheated hot water from the standpoint of district heating, by A. Margolis.

## LAW

JOURNAL OF THE ROYAL SANITARY INSTITUTE. 1938.  
May. P. 661.  
Two papers discussing the Ministry of Health New Model Bye-laws.

## HISTORICAL

PENCIL POINTS (NEW YORK). 1938. April. P. 195.  
Issue mainly devoted to New Orleans and contains a series of photos and drawings illustrating some of the city's excellent early colonial work.

## BIOGRAPHICAL

SHELTER (DETROIT). 1938. March.  
The architecture of Richard J. Neutra.  
BAUWELT. 1938. 12 May. P. 1.  
Article by Carl Meissner on the great revival work of Carl Ludwig Engel in Finland.

## TOWN PLANNING

ARCHITECTS' JOURNAL. 1938. 5 May. P. 749.  
A proposed scheme for the replanning of the south bank of the Thames between Lambeth and Southwark, by H. Spence-Sales and J. Bland.

HOUSING AND TOWN-PLANNING. 1938. No. 1. P. 5.  
Article by R. G. Roberts [F.J.], city architect, on housing in Newcastle-upon-Tyne.

INGEGNERE (ROME). 1938. March. P. 108.  
Citta dell'Impero and Gimma. Town-planning of two new towns in Italian East Africa.

## GENERAL

ARCHITECTURAL REVIEW. 1938. May. P. 217.  
Hungarian rural architecture. A stimulating article, by J. de Padányi-Gulyás, on the relevance of vernacular buildings to the development of modern architecture.

SHELTER (DETROIT). 1938. March.  
The revived journal of the modern movement in the U.S.A., including an article by Moholy-Nagy — Why Bauhaus Education.

DER BAUMEISTER (MUNICH). 1938. March. P. 95.  
New work in German-Austria, a general survey including a small hospital, by Anton Ubl-Wein.

ARCHITETTURA (MILAN). January. P. 23.  
An article on colonial architecture. Few of the 42 illustrations

are of recent designs. Examples from India, Ceylon, Singapore, Java, Honolulu, Madagascar, and elsewhere.

BAUGILDE (BERLIN). 15 February. P. 137.  
A photographic record showing some of the building work of the Third Reich.

BYGGMÄSTAREN (STOCKHOLM). 1938. No. 8. P. 71.  
An interesting, mushroom-shaped, reinforced concrete street shelter with newspaper sellers fitting.

REVISTA OFICIAL DO SINDICATO NACIONAL DE ARQUITECTOS (LISBON). 1938. No. 1.  
First issue of a new periodical devoted to architecture.

DOMUS. 1930. April. xvi. No. 124. P. 32.  
Article on old and new architecture in Milan with 80 illustrations, by Alessandro Pasquali.

## Accessions to the Library

1937-1938-X

Lists of all books, pamphlets, drawings and photographs presented to, or purchased by, the Library are published periodically. It is suggested that members who wish to be in close touch with the development of the Library should make a point of retaining these lists for reference.

Any notes which appear in the lists are published without prejudice to a further and more detailed criticism.

Books presented by publisher for review marked R.

Books purchased marked P.

\*Books of which there is at least one copy in the Loan Library.

### ARCHITECTURE

#### ARCHITECTS' COMPENDIUM

—. 1938. (52nd year.) John E. Sears, principal : J. E. Sears, junr., gen. management ; Harrison Fagg, ed. 1938. £2 2s. R.

#### SOCIETIES

SVENSKA ARKITEKTTERS RIKSFÖRBUND  
Ansök med matrikel. 1938.

[1938.] R.

#### PRESERVATION

OFFICE OF WORKS : ANCIENT MONUMENTS BOARD  
List of monuments (to 31 December 1937) &c. 94". Lond. : H.M.S.O. 1938. 1s. 6d. R.

#### HISTORY

PICA (AGNOLDOMENICO)  
Nuova architettura nel mondo. (Quaderni della [Milan] Triennale [Exhibition, 1936].) sq. 8½" x 8". xix + 522 pp. Milan : Hoepli. 1938. R.

#### PROFESSIONAL PRACTICE

ARCHITECTS' REGISTRATION COUNCIL OF THE UNITED KINGDOM  
Register of registered architects.  
"Volume Five." 31st December, 1937. 94". Lond. [1938.] R.

NEW SOUTH WALES : MINISTER FOR PUBLIC INSTRUCTION  
Architects' roll of New South Wales for year 1938.  
pam. 13". Sydney. 1938.  
Presented by the Board of Architects of New South Wales.

#### BUILDING TYPES

##### (CIVIL)

ARCHITECTURAL DESIGN AND CONSTRUCTION, journal  
\*[Special number :] Civic and municipal buildings. (Oct.) 13½" London. 1937.  
To Loan Library.

#### PENDLEBURY (J. D. S.)

A Guide to the Stratigraphical Museum in the palace at Knossos. (British School at Athens.)

94". 31 pp. Lond. 1933.

Presented by the British School.

#### PENDLEBURY (J. D. S.) and others

Knossos. Dating of the pottery in the Stratigraphical Museum. (British School at Athens.)

i ; iii, the plans, pams. 10". n.p. [193—.]

Presented by the British School.

#### MINISTRY OF HEALTH

Public health, England. Aircraft regulations, 1938.—The P—h— (a—) r—, 1938, &c. (Statutory Rules and Orders, 1938, No. 299.)

pam. 94". Lond. : H.M.S.O. 1938. 5d. R.

Public health (aircraft) regulations, 1938. (Circular 1677.)

pam. 94". Lond. 1938. R.

#### ARCHITECTURAL DESIGN AND CONSTRUCTION, journal

\*[Special number :] Factories and industrial buildings. (June.) 13½" London. 1937.  
To Loan Library.

#### ESCHER WYSS & Cie.

Escher Wyss Mitteilungen, journal. Jahrgang iv, No. 1 : [ice skating rinks]. (Jan.-Feb.) 11½". [Zurich & Ravensburg.] 1931. R.

#### HENDERSON (CHARLES) and JEROVSE (E.)

Old Devon bridges.

7½" 96 pp.+pls. Exeter : Wheaton. 1938. 5s. R.

#### (RELIGIOUS)

#### LUBKE (WILHELM)

\*Ecclesiastical art in Germany during the middle ages. Trans. by L. A. Wheatley.

3rd ed. Edinburgh. 1876.  
Presented by Mr. Harry Sirr [Ret. F.].  
To Loan Library.

#### (EDUCATIONAL)

#### ARCHITECTURAL DESIGN AND CONSTRUCTION

\*[Special number :] Educational buildings. (Jan.) 13". Lond. 1938. 1s. P.  
To Loan Library.

#### ARCHITECTURE D'AUJOURD'HUI, journal

[Special number.] Les Bibliothèques. André Hermant, ed. [Including Bibliothèque Nationale, France.] (Mar.)

12½". Boulogne. 1938.

Presented by M. Roux-Spitz [Hon. Corr. Mem.].

(DOMESTIC)

**TECHNICAL JOURNALS, Ltd., publ.**

\*Houses for workers.

40. London. [1938.]  
2nd ed. 40. London. [1914.]  
Presented by Mr. Harry Sirr.  
To Loan Library.

**GREAT BRITAIN : PARLIAMENT—ACTS**

Housing (Financial Provisions) Act, 1938. [1 & 2 Geo. 6, ch. 16.]  
94". Lond. : H.M.S.O. 1938. 3d. R.

**MINISTRY OF HEALTH**

Housing (Financial Provisions) Act, 1938. Memorandum. (Memo. 212.)  
pam. 93". Lond. : H.M.S.O. 1938. 4d. R.  
[Housing (Financial Provisions) Act, 1938.] Circular 1696.  
[Housing (Financial Provisions) Act, 1938.] Circular 1697.  
each pam. 93". Lond. : H.M.S.O. 1938. 1d. R.

**LESLIE (S. C.)**

Kensal House [Kensal Green]. The case for gas is proved. (British Commercial Gas Association.)  
[New ed.] pam. 8". Lond. [1938.] R.

**ARCHITECTURAL DESIGN AND CONSTRUCTION, journal**

\*[Special number:] Hotels, inns and public houses. (Dec.)  
131". London. 1937.  
To Loan Library.

**KITCHEN PLANNING CENTRE**

Studies in kitchen planning :  
\*The Drying of washed clothes.  
101". Lond. [1938.] R. (2).

**INTERIORS, CRAFTS**

**COUNTRY LIFE, publ.**

Furnishing and re-furnishing.  
123". (70) pp. Lond. 1938. 2s. 6d. R.

**BATSFORD, publ.**

\*Stained glass of the xiith and xiith centuries from French cathedrals. Text by Marcel Aubert. [Pls. edited by Hans Zbinden.] (Art and nature in colour series.)  
131". Lond. : Batsford. [1937 or 1938.] R.  
To Loan Library.

**LYON (G. W.)**

Glass in architecture. (Thesis for Final Examination, Dec.) typescript, D. and Phot. 13". 1937.

**ALLIED ARTS AND ARCHAEOLOGY**

**VENTURI (A.)**

Storia dell' arte italiana.  
\*S. Architettura del cinquecento.  
Part 1. 10". Milan : Hoepli. 1938. £2 5s. R. & P.

**TRAQUAIR (RAMSAY)**

Montreal and the Indian trade silver. (From Canadian Historical Review, Mar.)  
pam. 10". n.p. 1938.  
Presented by the Author [F.]

**ATHENS : BRITISH SCHOOL AT ATHENS**

The Annual. No. XXXV. Session 1934-1935.  
Lond. : Macmillan. 1938. £2 2s. R.

**BUILDING SCIENCE**

**STRUCTURAL ELEMENTS**

**BUILDING INDUSTRIES NATIONAL COUNCIL : ADVISORY COMMITTEE ON BUILDING ACTS AND BYELAWS**

Code of practice for the laying of magnesite composition flooring and dadoes.  
pam. 93". Lond. 1938. 1s. 3d. R.

**MATERIALS**

**DESCH (H. E.)**

Timber, its structure and properties.  
83". xxi+169 pp.+pl. Lond. : Macmillan. 1938. 12s. 6d. R.

**BATESON (R. G.)**

Timber drying and the behaviour of seasoned timber in use.  
83". xiv+138 pp.+pls. Lond. : Crosby Lockwood. 1938. 10s. 6d. R.

CONSTRUCTION

**KNOOP (DOUGLAS)**

The Mason word. The Prestonian lecture for 1938.  
84". priv. prin. 1938.  
Presented by the Author [Hon. A.]

**REYNOLDS (T. J.) and KENT (L. E.)**

\*Structural steelwork for building and architectural students.  
81". Lond. : Engl. Univs. Press. 1938. 12s. 6d.  
P. for Loan Library.

SANITARY SCIENCE AND EQUIPMENT

**INSTITUTE OF PLUMBERS**

Minimum specifications (No. 1) for the installation of soil, waste and ventilating pipes and for the "combined system" of soil, waste and ventilating pipes.  
[2nd ed.] pam. 81". Lond. 1938. 2s. 2d. R.

**BRITISH STANDARDS INSTITUTION**

B.S.S. :—  
No. 774 . . . for under-floor steel ducts for electrical services with fittings.  
1938. 2s.

No. 779 . . . for cast-iron boilers for central heating and hot water supply.  
1938. 2s. R.

No. 780 . . . for riveted steel boilers for etc.  
1938. 2s. R.

ENGINEERING

**INSTITUTION OF MECHANICAL ENGINEERS**

Proceedings. Vol. 137. 1937 Nov.-Dec.  
[1938.] R.

**PUBLIC WORKS, ROADS AND TRANSPORT CONGRESS AND EXHIBITION, 1937**

Final report.  
[1938.] R.

TOPOGRAPHY

**SWEDEN : ROYAL SOCIAL BOARD**

Social work and legislation in Sweden.  
2nd English ed. 84". Stockholm. 1938.  
Presented through the Consul-General for Sweden.

**TOWN AND COUNTRY PLANNING, GARDENS**

**MINISTRY OF HEALTH**

Town and country planning in England and Wales. List of local authorities and joint executive committees which have prepared . . . schemes, . . . at 31st March, 1938.  
[1938.] R.

**GARDEN CITIES AND TOWN PLANNING ASSOCIATION**

Pamphlets :  
\*1. Health and garden cities. By Norman Macfadyen.  
2. Planning is possible. By F. J. Osborn.  
3. The practicability of garden cities. By Rose Simpson.  
— each pam. 81" (covers smaller). Lond. [1938.] 6d.

**METROPOLITAN PUBLIC GARDENS ASSOCIATION**

Report for the year 1937.  
[1938.] 6d. R.

DUPLICATES

Also three works for Loan Library.  
Presented by Mr. Harry Sirr [Ret. F.]

DRAWINGS

**BUCKLER (J.), draughtsman**

Ashridge, Herts. Jas. Wyatt, archt. Ext. and int. views.  
10 sheets. Water-colour D. 1813-22.  
Presented by Mr. Basil Ionides [L.]

**POYNTER (Sir AMBROSE), 1867-1923**

Sketch-books. (One on mosaics.)  
8 books, var. sizes. 1887-1921.  
Presented by Mr. C. F. Bell [Hon. A.]

## 1938 COUNCIL ELECTION NEW NOMINATIONS

The following nominations have been made by members in accordance with Bylaw 35:—

### AS MEMBERS OF COUNCIL

ASHHEAD, Professor Stanley Davenport, M.A.Livpl., Hon. M.Arch.Livpl. [F.] : Nominated by Ernest G. Allen, A. F. B. Anderson, Robert Atkinson, Joseph Emberton, Stanley Hamp, Dr. H. V. Lanchester, Alister G. MacDonald, Professor C. H. Reilly, George J. Skipper, *Fellows* ; S. L. G. Beaufoy, F. H. Carr, Bernard Dangerfield, H. R. Lanchester, W. F. B. Lovett, *Associates*.

ASLIN, Charles Herbert [F.] : Nominated by W. T. Curtis, G. L. Desmond Hall, *Fellows* ; J. T. Castle, J. H. Davidson, Hugh F. Gossling, E. A. Grove, R. Nelson Guy, David Robertson, Robert Townsend, *Associates*.

BAIN, Victor [F.] : Nominated by James R. Adamson, F. L. Charlton, H. M. Fairweather, J. Ernest Franck, Arthur J. Hope, John J. Robinson, John Swarbrick, Thomas Wallis, *Fellows*.

BARTLETT, Percy James [F.] : Nominated by W. T. Curtis, G. L. Desmond Hall, *Fellows* ; J. T. Castle, J. H. Davidson, Hugh F. Gossling, E. A. Grove, R. Nelson Guy, David Robertson, Robert Townsend, *Associates*.

CHERMAYEFF, Serge [F.] : Nominated by Professor R. A. Cordingley, Joseph Emberton, Edward Maufe, Professor C. H. Reilly, *Fellows* ; E. Maxwell Fry, Professor William G. Holford, J. L. Martin, Basil R. Ward, *Associates*.

COLLINS, Henry Richard [F.] : Nominated by Philip Hardy, *Fellow* ; A. E. Geens, C. B. K. Milnes, Ronald A. Phillips, W. G. Seaton, Gordon Sutcliffe, *Associates* ; Alan Stewart, *Licentiate*.

FORSHAW, John Henry, M.C., M.A., B.Arch.Livpl. [F.] : Nominated by N. F. Cachemaille-Day, Bernard A. Miller, Professor C. H. Reilly, *Fellows* ; D. L. Bridgwater, Wm. Crabtree, Anthony Minoprio, *Associates* ; Sir William Milner, *Licentiate*.

HILL, George Noel [F.] : Nominated by W. T. Curtis, G. L. Desmond Hall, *Fellows* ; J. T. Castle, J. H. Davidson, Hugh F. Gossling, E. A. Grove, R. Nelson Guy, David Robertson, Robert Townsend, *Associates*.

LOWETH, Sidney Harold [F.] : Nominated by L. B. H. Cremer, R. Tilsley Green, A. J. Hardcastle, Horace H. Laws, R. L. Passmore, John W. Poltock, R. L. Reynish, Cyril G. Rummel, J. Paley Ward, *Associates*.

MEADOWS, Samuel Douglas [F.] : Nominated by A. Archer-Betham, W. J. Brown, A. R. Conder, John Greaves, Lt.-Col. P. A. Hopkins, H. H. Jewell, R. S. Wilshire, *Fellows* ; A. D. Bumpstead, John S. Lee, Major H. A. Lewin, Alex. Thorpe, S. J. Willmott, *Associates*.

MUSMAN, Ernest Brander, B.A.Lond. [F.] : Nominated by A. W. Blomfield, C. Cowles-Voysey, C. Lovett Gill, G. G. Macfarlane, Basil Oliver, Professor A. E. Richardson, *Fellows* ; Charles Woodward, W. Norman Worrall, *Associates*.

RAMSEY, Stanley Churchill [F.] : Nominated by C. H. James, *Fellow* ; John Dower, Richard Henniker, Raymond McGrath, Anthony Minoprio, Colin T. Penn, Basil R. Ward, E. Berry Webber, *Associates*.

STRETTON, Clement [F.] : Nominated by Frank H. Jones, E. J. Williams, *Fellows* ; W. Cartwright, George Arnold

Cope, Fred H. Harding, J. O. Thompson, Wilfred G. Wright, *Associates* ; Percy H. Grundy, *Licentiate*.

SWARBRICK, John [F.] : Nominated by A. Burnett Brown, J. Ernest Franck, J. D. Hossack, Oliver Law, H. T. Seward, *Fellows* ; Charles T. Adshead, Stanley Birkett, R. P. Sharman, *Associates* ; Benjamin Waterhouse, *Licentiate*.

SYME, John Stuart [F.] : Nominated by H. Andrew, Allanson Hick, Frederick J. Horth, C. W. C. Needham, Colin Rowntree, *Fellows* ; R. Jackson, C. Leckenby, H. F. Wharf, *Associates* ; W. E. Biscomb, Charles Oliver, Frederick William Porteous, Leonard A. Reynolds, Bernard B. Stamford, A. Newton Thorpe, *Licentiates*.

TRENCH, Gilbert Mackenzie, O.B.E., F.S.I. [F.] : Nominated by F. T. Bush, Roderick H. Cowley, L. W. Edmonds, D. T. Edwards, H. J. P. Price, Alexander S. Reid, R. E. Rossell, *Associates*.

WALLS, Thomas [F.] : Nominated by Victor Pain, F. L. Charlton, Robert Cromie, Charles E. Elcock, Oswald P. Milne, Howard Robertson, *Fellows* ; R. H. Uren, *Associate*.

WHEELER, Edwin Paul [F.] : Nominated by W. H. Ansell, Henry V. Ashley, T. A. Darcy Braddell, Henry M. Fletcher, H. S. Goodhart-Rendel, E. Stanley Hall, A. L. Roberts, L. Sylvester Sullivan, F. H. Swindells, B. M. Ward, *Fellows* ; Norval R. Paxton, *Associate*.

### AS ASSOCIATE MEMBERS OF COUNCIL

ALLEN, Joseph Stanley, B.Arch. [A.] : Nominated by Professor Patrick Abercrombie, James R. Adamson, Victor Bain, H. Chalton Bradshaw, F. L. Charlton, G. H. Foggitt, B. R. Gibbon, John C. Procter, Professor C. H. Reilly, B. M. Ward, *Fellows* ; F. W. H. Allison, R. A. H. Livett, Raymond McGrath, Norval R. Paxton, Percy O. Platts, *Associates*.

BLACKETT, Johnson [A.] : Nominated by Chas. F. Ward, *Fellow* ; E. Stanton Jones, Idris J. Lewis, Harold B. Rowe, S. Smith, C. R. B. Vickery, Lionel W. D. Wall, *Associates* ; A. Callaghan, Horace Jones, *Licentiate*.

BRIDGWATER, Derek Lawley, B.Arch.Livpl. [A.] : Nominated by W. S. Grice, Professor C. H. Reilly, *Fellows* ; Wm. Crabtree, Miss Mary Drysdale, Philip G. Freeman, Anthony Minoprio, Denis Poultain, *Associates*.

CASTLE, James Thomas [A.] : Nominated by James H. Davidson, John E. Deleuse, H. V. Mellor, B. F. Ratcliffe, Ernest F. Wilson, W. James Wynn, *Associates* ; Robertson R. Grant, *Licentiate*.

CATCHPOLE, Edgar Gooding [A.] : Nominated by W. T. Curtis, G. L. Desmond Hall, *Fellows* ; J. T. Castle, J. H. Davidson, Hugh F. Gossling, E. A. Grove, R. Nelson Guy, David Robertson, Robert Townsend, *Associates*.

DURNFORD, William John [A.] : Nominated by E. G. Bax, W. E. Brooks, *Fellows* ; John D. Adam, J. R. Alabaster, B. Seymour Baily, C. K. Blyth, George A. Bryan, S. H. Collins, E. W. Creegan, James Ewing, J. Scott Glass, Sir Arthur T. E. Hay, G. H. Harrison, J. William Hepburn, P. S. Hudson, Owen G. Lewis, T. Leslie Marshall, C. A. L. Morant, Stanley Pinfold, Cecil E. Reeve, J. Maxwell Scott, A. V. Sutherland-Gracme, William L. Ward, R. Wilson, *Associates* ; T. Brameld, J. S. Brooks, H. R. Creighton, J. Elfstrom Gale, Harold H. G. Lewis, H. W.

Maguire, C. J. Priestley, M. Rowlinson, W. Shackell, G. Thow Smith, W. O. Wright, F. C. Wylde, *Licentiates*.

GOODESMITH, Walter [A.] : Nominated by R. J. Angel, Victor Bain, H. M. Fairweather, E. Bertram Kirby, Eric W. B. Scott, *Fellows*; Raymond McGrath, J. Douglas Scott, *Associates*.

HARRISON, John [A.] : Nominated by W. T. Curtis, G. L. Desmond Hall, *Fellows*; J. T. Castle, J. H. Davidson, Hugh F. Gossling, E. A. Grove, R. Nelson Guy, David Robertson, Robert Townsend, *Associates*.

LIVETT, Richard Alfred Hardwick [A.] : Nominated by W. H. Ansell, Henry V. Ashley, T. A. Darcy Braddell, Henry M. Fletcher, H. S. Goodhart-Rendel, E. Stanley Hall, A. L. Roberts, L. Sylvester Sullivan, F. H. Swindells, B. M. Ward, *Fellows*; Norval R. Paxton, *Associate*.

PENN, Colin Troughton [A.] : Nominated by R. C. Fisher, F. J. Maynard, V. Leslie Nash, Brian S. Roberts, Edgar A. D. Tanner, Robert Townsend, W. L. Vinycomb, *Associates*.

SKINNER, Russell Thomas Francis [A.] : Nominated by R. C. Fisher, F. J. Maynard, V. Leslie Nash, Brian S. Roberts, Edgar A. D. Tanner, Robert Townsend, W. L. Vinycomb, *Associates*.

AS LICENTIATE MEMBERS OF COUNCIL

ASHWORTH, Ernest [L.] : Nominated by L. A. Brown, John T. Darch, Wm. Halkerton, W. Cacie Walker, Percival M. Ware, *Associates*; R. E. Matthews, H. E. Roskrue, *Licentiates*.

FIELD, Frederick Herbert [L.] : Nominated by A. W. Blomfield, E. B. Musman, *Fellows*; G. S. Hay, H. Macare, W. Norman Worrall, *Associates*; R. J. Begley, F. R. Priest, S. M. Swanston, *Licentiates*.

MANNING, Roger Davys [L.] : Nominated by R. C. Fisher, F. J. Maynard, V. Leslie Nash, Brian S. Roberts, Edgar A. D. Tanner, Robert Townsend, W. L. Vinycomb, *Associates*.

WALDRAM, Percy John [L.] : Nominated by Percy V. Burnett, Andrew Mather, F. C. Moscrop-Young, *Fellows*; J. P. Darby, Ronald Hardy, U. A. Sherwin, E. G. Thacker, *Associates*.

WALKER, Raymond [L.] : Nominated by Arthur G. Bray, Sam. N. Cooke, H. Bryant Newbold, *Fellows*; Leslie A. Chackett, A. W. G. Lowther, Norval R. Paxton, R. T. Westendarp, J. W. G. Wilson, *Associates*.

## ATTENDANCES AT COUNCIL

[SESSION 1937-1938]

(UNLESS OTHERWISE STATED THE MEMBERS' ADDRESSES ARE IN LONDON)

### THE COUNCIL

(10 Meetings)

*President* : H. S. Goodhart-Rendel, 10.  
*Vice-Presidents* : Professor Patrick Abercrombie, 7; James R. Adamson (Bolton), 6; T. A. Darcy Braddell, 9; Professor A. E. Richardson, 7.  
*Honorary Secretary* : Henry M. Fletcher, 9.  
*Honorary Treasurer* : Lt.-Col. P. A. Hopkins, 6.  
*Members of Council* : W. H. Ansell, 8; Robert Atkinson, 3; E. C. Bewlay (Birmingham), 9; Herbert T. Buckland (Birmingham and London), 2; C. Cowles-Voysey, 3; Joseph Emberton, 3; E. Stanley Hall, 8; Stanley Hamp, 3; P. D. Hepworth, 4; Charles H. Holden, 6; T. Cecil Howitt (Nottingham), 7; Edward B. Maufe, 6; Professor C. H. Reilly (Brighton), 9; Howard M. Robertson, 5; L. Sylvester Sullivan, 10; Sydney Tatchell, 8; Maurice E. Webb, 1; G. Grey Worm, 9.  
*Associate Members of Council* : W. Naseby Adams, 10; Percival C. Blow (St. Albans), 4; W. Austin Daft (Oxford), 5; Wesley Dougill (Liverpool), 9; R. A. Duncan, 7; C. A. Minoprio, 10; Norval R. Paxton (Leeds), 10; Basil R. Ward, 7; E. Berry Webber, 6.  
*Licentiate Members of Council* : Stanley A. Heaps, 6; W. Alban Jones (Leeds), 0; Sir William F. V. M. Milner (Skipton, Yorks and London), 8; Francis R. Taylor, 10; Percy J. Waldrum, 2; S. Lunn Whitehouse (Birmingham), 8.

*Past Presidents* : Sir Giles Gilbert Scott, o; Percy E. Thomas (Cardiff), o.

*Representatives of Allied Societies in the United Kingdom or the Irish Free State* : (Northern Province of England) : George H. Gray (Northern Architectural Association), 4; W. A. Johnson (Manchester Society of Architects), 5; B. M. Ward (Liverpool Architectural Society), 10; C. W. C. Needham (York and East Yorkshire Architectural Society), 8; G. W. Atkinson (West Yorkshire Society of Architects), 6; J. C. Amory Teather (Sheffield, South Yorkshire and District Society of Architects and Surveyors), 6. (Midland Province of England) : S. N. Cooke (Birmingham and Five Counties Architectural Association, 9; E. J. Williams (Leicester and Leicestershire Society of Architects), 9; S. F. Harris (Northamptonshire, Bedfordshire and Huntingdonshire Association of Architects), 2; W. G. Watkins (Nottingham, Derby and Lincoln Architectural Society), 6; F. H. Swindells (East Anglian Society of Architects), 7. (Southern Province of England) : Captain E. E. Kemeyes-Jenkin (Devon and Cornwall Architectural Society), 4; W. J. Stenner (Wessex Society of Architects), 8; G. Hastwell Grayson (Berks, Bucks and Oxon Architectural Association), 8; A. Leonard Roberts (Hampshire and Isle of Wight Architectural Association), 9; Hugo R. Bird (Essex, Cambridge and Hertfordshire Society of Architects), 9; John L. Denman (South-Eastern Society of Architects), 10. (Allied Societies in Scotland) : Norman

A. Dick (Glasgow), 2 ; John G. Marr (Aberdeen), 7 ; C. G. Soutar (Dundee), 8 ; W. J. Walker Todd (Edinburgh), 0. (Allied Societies in Wales) : O. S. Portsmouth (South Wales Institute of Architects), 9. (Allied Societies in Ireland) : J. J. Robinson (Royal Institute of the Architects of Ireland), 4 ; T. R. Eagar (Royal Society of Ulster Architects), 1.

*Representatives of Allied Societies in the British Dominions Overseas* : Philip J. Turner (Royal Architectural Institute of Canada), 0 ; Louis Laybourne-Smith (Royal Australian Institute of Architects), 0 ; W. Gray Young (New Zealand Institute of Architects), 0 ; E. M. Powers (Institute of South African Architects), 0 ; P. P. Kapadia (Indian Institute of Architects), 0.

*Representative of the Architectural Association (London)* : L. H. Bucknell, 5.

*Representative of the Association of Architects, Surveyors and Technical Assistants* : R. C. Fisher, 4.

*Chairman of the Board of Architectural Education* : T. A. Darcy Braddell, 9.

*Chairmen of the four Standing Committees* : †The Hon. Humphrey A. Pakington (Art), 8 ; §H. Chalton Bradshaw (Literature), 6 ; †Henry V. Ashley (Practice), 9 ; †H. M. Fairweather (Science), 6.

*Chairman of the Allied Societies' Conference* : James R. Adamson (Bolton), 6.

*Chairman of the Architects' Registration Council of the United Kingdom* : Sydney Tatchell, 8.

*Chairman of the R.I.B.A. Competitions Committee* : §Kenneth M. B. Cross, 7.

† Marked thus were appointed after the first Meeting of the Council. Possible attendances, 9.

§ Marked thus were appointed after the second Meeting of the Council. Possible attendances, 8.

## Correspondence

### THE ARCHITECTS' BENEVOLENT SOCIETY

3 Elverton Street,  
Vincent Square,  
London, S.W.1.

13.5.38

"Faith, Hope and Charity ; and the greatest of these is Charity."

To the Editor, JOURNAL R.I.B.A.

SIR.—The President's report at the Annual Meeting of the Society is an appalling commentary upon, and condemnation of, the members of the architectural profession as a whole.

There are over 8,000 working members of the R.I.B.A. : more than 75 per cent. do not appear either to subscribe to the Benevolent Society, or send donations, when fortune smiles upon them : and those who do, average less than £1 per annum per person.

Glancing through the illustrated technical papers and trade publications, showing the buildings carried out by various methods, and the perspective drawings in the Letting Agents' Offices, one feels that the incomes of a large number of the members of the profession would justify the assumption of the poorer members, that these rich men would do all that is required to save their professional brothers from privation in their old age. One would, however, be wrong. It will be found that the total subscriptions and donations of 50 architects, whose fees amount to a total of some £300,000 (6 per cent. on cost of buildings), was the princely sum of nearly £100, provided by 24 of the 50 ; while the other 30 gave not a cent.

The architect's answer to the question—"Am I my brother's keeper ?" appears to be an emphatic "No."

Those who remember 1914-1918 are not likely to forget the number of men in good practices who suffered. Who can be sure that the time will not come to him, when his income may be cut off ?

To give while you make should be easy ; it requires sacrifice to lose, and still go on giving.

I do not sign my name to this letter, lest it may be thought that I wish to show that I am on the side of the Angels.

### A PLEADER FOR THE A.B.S.

### MUSEUM PLANS

Uxbridge.  
14.4.38

To the Editor, JOURNAL R.I.B.A.

SIR.—May I be permitted to thank Sir Flinders Petrie for amplifying his reasons for "peak lighting" ; I do not suppose he has the time to enlarge further upon this interesting subject, but as a leisured retired member of our profession I may perhaps be allowed to make a few remarks upon this theory.

In stating that "the surface reflection at over 45 deg. obliquity greatly reduces transmission of light" it must be obvious that this obliquity must happen also in the case of peak lighting as the sun follows its apparent course in the heavens. I think also that any method to cure reflection must be applied to the actual culprit, viz., the reflector, otherwise the glazing of the show-cases. Since a sufficiently transparent non-reflecting glass does not appear to be in existence, it would seem that the angle or curvature of the glazing of the show-case should be studied, as has apparently been done with some success at the new Geological Museum and in some shop-fronts, and if we must have reflection it should be directed away from the line of sight. This is not always possible, but the overcoming of reflection is worth some study, and as there will always be shadow some form of locally controlled artificial lighting would seem to be the ideal.

A museum to be of general utility requires to be situated in a populated district where land is restricted. It is therefore better to form storage room in a lighted basement under the exhibits rather than sacrifice valuable show space.

Yours faithfully,

A. HARRY HERON [Ret. A.]

## Obituaries

### LIEUT.-GENERAL SIR TALBOT HOBBS [F.]

Lieut.-General Sir Talbot Hobbs, K.C.B., K.C.M.G., V.D., Hon. LL.D. [F.], who died while on his way to Europe from Australia at the end of the week ending 23 April, was the most distinguished soldier member of the Royal Institute. A column length obituary in *The Times* on 23 April records his remarkable military career in detail. He was born in 1864 in England, where he was trained as an architect; in 1887 he went out to Western Australia having already served while an architectural student in the Cinque Ports Artillery Volunteers. He established his architectural practice in Perth, where he lived and worked all his life apart from the period of his war service in Europe. From the moment of his arrival in Australia until his death he was actively and, during the greater part of the time, prominently connected with Australian military matters, "his rise," as *The Times* puts it, "in the Australian Defence Force kept pace with his growing success in the profession."

Although of slight physique and somewhat hesitant speech, his great knowledge combined with his high ideal of duty to win him the confidence and respect of the Australian High Command. . . . He won the trust and regard of all ranks and branches of the service.

After the war his public service for Australia continued in a great variety of ways, as "Toc H" President for Western Australia, Chief Scout of the State, Commissioner for Western Australia at the British Empire Exhibition, 1924, and as second Commonwealth delegate at the 14th Assembly of the League of Nations.

His professional work in recent years was in the partnership of Hobbs, Forbes and Partners, which included his son Major A. J. Hobbs [A.J.]. His firm was awarded the R.I.B.A. Architecture Bronze Medal for Western Australia in 1935 for their building Newspaper House, St. George's Terrace, Perth.

### SIR GUY DAWBER, R.A.

Our first acquaintance was as fellow students in the Royal Academy Schools in the early 'eighties. This ripened into friendship when we served together for many years on the Council and numerous committees of the Architectural Association, of which he was President in 1904-6. He had married some time before that and lived in a small early nineteenth-century house in Maida Vale, which he had beautified within by skilful alterations and decorations, choice furniture and pictures, etc., including some of his own pen and watercolour sketches. There he and his wife welcomed their friends, and his pleasant tenor voice added to the musical after-dinner entertainment. A house at Tilford also gave them opportunities of having very enjoyable weekend parties. Then he designed and built for themselves a charming house at Long Wittenham, with a lovely formal garden planned by himself, overlooking the river, and for many years their friends shared their delightful hospitality there, as well as at their London home in Hamilton Terrace, where he also designed a very attractive formal garden, which was much appreciated by the guests at the large parties frequently given there, and on all other occasions. Not less enjoyed were the many dinner parties, sometimes followed

by an exhibition of his water-colour pictures recently painted on his annual visit to the Continent, where he always found some picturesque subjects. He was singularly modest and rarely mentioned his own professional work, but his geniality and fund of humour made him a delightful companion, and no one could have a kinder or more sympathetic friend, or one who will be more missed.

LOUIS AMBLER [Ret. F.]

### W. H. BIDLACE, M.A. [F.]

I knew Bidlake in the '80's of last century as all students get to know one another, and very quickly I got to admire his abilities and fell a prey to his charm of manner.

Dr. Rowand Anderson, of Edinburgh, invited me to come and work on his competition design for the Victoria and Albert Museum in 1887. To my surprise and delight I found Bidlake already installed in the office, where we worked on those drawings side by side for two or three months. It was then that I got to know him intimately, for we worked in the old Scotch fashion till all hours of the night. He and I used to climb Calton Hill and see the sun rise over the Forth before going home to bed!

It is curious how busy men get separated, for though I watched the progress of his work and saw what was published from time to time, I only once met Bidlake afterwards. I visited Birmingham for some purpose—probably to lecture—and Bidlake entertained me and I went home with him afterwards to his delightful house in the suburbs. This was the last time I saw him.

I can assure Mr. Bateman that I endorse every word of his kindly obituary notice in the April issue of the JOURNAL.

F. W. TROUP [F.]

[We understand that the house "Springfield," in Warwickshire, which was recorded in the last JOURNAL as being by Mr. Bidlake in collaboration with Mr. Alan Brace, was in fact built by Mr. Brace alone. We have also been sent, as an addition to the list, "The Knoll," Glebe Road, Leicester, which we understand was one of Mr. Bidlake's largest domestic works. —Ed.]

### J. S. DONALDSON [F.]

We regret to record the death on 2 January of Mr. John Stanislaus Donaldson, one of the earliest architects in the Transvaal and a Rand pioneer.

Mr. Donaldson was born in Bloemfontein in 1862 and was educated at St. Andrew's Grammar School and St. Andrew's College, Bloemfontein. He started to train as an architect in Kimberley in 1885 and went to Johannesburg in 1887.

He was consulting architect to the Real Estate Corporation and Union Estates for Sir William Gwynne Evans. He designed the first Roman Catholic convent in Kimberley and the first Roman Catholic church and the first shop in Johannesburg. He was also responsible for the design of many early Johannesburg buildings, including Palace Buildings, in Pritchard Street, and erected the first concrete building there for Messrs. Lensvelt and Co.

Mr. Donaldson was a burgher of the Orange Free State

Republic and a Past-President of the Association of Transvaal Architects and of the South African branch of the Society of Architects.

S. H. MILLER [F.]

Mr. Sydney Miller, who died on 31 March at the age of 54, was educated at George Watson's College and had a distinguished career at the Mound Art School. He also won the Scottish National Survey Scholarship and was Pugin student in 1909. He was articled to Sir R. Rowand Anderson and was for some time assistant to Sir George Washington Browne. For several years he was associated with Mr. W. T. Oldrieve on ancient monument work for the Office of Works, Scotland, before that work was controlled from London. From 1921-1931 he was in partnership with Mr. Walker Todd, when he executed the South Bridge and Princes Street buildings, Edinburgh, for the British Linen Bank; the building in Hope Street (West End) for the Royal Bank of Scotland; and several insurance and other official buildings. In 1931 he began practising on his own in York Place, Edinburgh, and retired in 1935.

Mr. Miller was responsible for a number of memorials, including the two bronzes erected in the Albany Chapel, St. Giles' Cathedral, for the 15th and 17th Royal Scots.

FRANK TRANMER [F.]

We regret to record the death on 17 March of Mr. Frank Tranmer, who was well known in Harrogate as an architect.

Mr. Tranmer, who was fifty years old, was born in Scarborough and was articled there to the late Mr. Charles Edeson. He went to Harrogate before the war, first as an assistant and later as a partner of Mr. Samuel Stead, whose practice he carried on after Mr. Stead's retirement after the war.

He built a number of very characteristic buildings in Harrogate, including the Masonic Hall in Station Avenue, St. Mark's Parochial Hall, the Christian Science Church and Oatlands Mount Laundry. He was also responsible for many additions to the Harrogate and District General Hospital, including the nurses' home and dining-room and the maternity block. He also built Loughborough Senior Girls' School, new almshouses at Driffield, the Norton Parochial Hall and the York Christian Science Church. Mr. Tranmer built a very large number of private houses, was an expert in agricultural work and he did considerable work in Nidderdale for Captain C. S. Greenwood and for the Pately Bridge Rural District Council in connection with housing schemes at Dacre, Summerbridge and Birstwith. He was architect to the Sheepshanks estate and was recently appointed assistant to the Royal Bath Hospital. Recent work had also been done on a new sanatorium for Queen Ethelburga's School, Harrogate, in association with Mr. H. Linley Bown.

THOMAS SALKELD [L.]

We regret to record the death of Mr. Thomas Salkeld. He was born in 1882 and served his articles with Messrs. Cressey and Keighley of Morecambe, until 1899, when he entered the office of Mr. Stephen Shaw, of Kendal. Later he worked in the offices of Mr. J. P. Earnshaw at Nelson, the Land Valuation Department at Whitehaven, and the L.N.E.R. Estate Department, Preston. During the war, from 1916 until the Armistice, he served with the Royal Engineers. After the war, and until his death, he was assistant to the Cumberland County Architect in Carlisle.

Mr. Salkeld assisted in the designing of the Bank of Liverpool Morecambe, the Central Pier and Council Schools, Morecambe; he also was responsible for some town-planning at Burnley and planned a number of schools for the Cumberland County Council.

Mr. Salkeld was held in esteem by all who knew him and died greatly respected by his friends.

STEPHEN PIPER [Ret. L.]

Mr. Stephen Piper, whose death on 8 February we regret to record, was born in 1860 and was educated in Newcastle-on-Tyne and was a Royal Academy student. He was articled to Messrs. Austin, Johnson and Hicks, in Newcastle, and was afterwards assistant to Charles Barry [F.]; Sir Horace Jones [F.]; Sir Henry Tanner; H.M. Office of Works; F. W. Rich [F.]. In 1890 he began to practise on his own account in Newcastle, when he designed and carried out the following buildings, won in competition: Lady Vernon and Shipcote schools, Gateshead; St. Columba's, Holy Trinity, St. Andrews and St. George's churches, Gateshead; St. Nicholas Church, Hutton-le-Hole; the Gateshead and Heaton branches of the Newcastle Savings Bank; and new schools for the Deaf and Dumb Institution in Newcastle. From 1906 he worked with Clark and Moscrop [FF.], Darlington, mostly on school work for the Durham County Council. In 1916 he became chief architectural assistant to the R.N. Airship Station at Howden in East Yorkshire. Subsequently he worked in Leeds (1923-26), Darlington (1926-34), Stockton-on-Tees and Leeds, and retired in 1936.

J. BARTLETT [Ret. L.]

We regret to record the death at the age of 80 of Mr. J. Bartlett, at one time a well-known lecturer on all subjects connected with building construction and surveying.

After having passed with honours in Science and Art examinations at the University of London, he became demonstrator for 26 years on the staff of King's College, London, and later became lecturer and then professor of architecture. Mr. Bartlett was the author of "Surveyors' Quantities and Measurements," and contributed 22 articles on building, etc., to the Encyclopædia Britannica in 1901. He was originally a member of the Society of Architects, and for six years was on its Council. He was one of the founders of the Quantity Surveyors' Association. For eight years he was an examiner in construction and surveying for the Royal Engineers, and at one time was an examiner for the City and Guilds' Institute, L.C.C. and the Carpenters' Company.

A. C. HARBOTTLE [L.]

Mr. A. C. Harbottle, who died in March, was a well-known architect in Exeter. He was surveyor to the Dean and Chapter of Exeter Cathedral and honorary surveyor to the Royal Devon and Exeter Hospital. His firm, E. H. Harbottle and Sons, which was founded by his father over sixty years ago, was responsible for important ecclesiastical and public building in Exeter and the surrounding district.

R. H. SHREWSBURY [L.]

Mr. Roland Shrewsbury, who died on 5 March, was born in 1893, and received his training at Salford Technical College. After the war he worked for Lever Brothers at Port Sunlight and in 1923 joined the firm of Jackson & Greenen, in Bournemouth, becoming a partner in 1930.

J. H. DE C. BALLARDIE [A.]

In the obituary notice in the JOURNAL of 25 April it was incorrectly implied that the offices built by Mr. Ballardie in Calcutta were carried out by him during his tenure of the post of City Architect and Surveyor to the Corporation of Calcutta. These works were carried out by Messrs. Sudlow and Ballardie, the partnership being formed after Mr. Ballardie had resigned from his official post.

## Membership Lists

### ELECTION : 9 MAY 1938

In accordance with the terms of Byelaws 10 and 11, the following candidates for membership were elected at the Council Meeting held on Monday, 9 May 1938.

#### AS HON. CORRESPONDING MEMBERS (3)

CANTACUZINO : PRINCE GEORGES M., Architecte Diplome par le Gouvernement Français, Prof. Suplant à l'Academie des Beaux Arts, Bucarest ; Bucarest.

PONTI : GIOVANNI, Milano.

SCHUSTER : PROFESSOR FRANZ, Wien.

#### AS FELLOWS (7)

AUSTIN : LESLIE MAGNUS, M.T.P.I., A.R.C.A. [A.1922], Poole.

BENTLEY : STUART, A.M.T.P.I. [A.1933], Southampton.

LECKENBY : CECIL [A.1921], York.

REMNANT : EUSTACE ARCHIBALD, F.S.I. [A.1926].

And the following Licentiates who have passed the qualifying Examination :—

COATES : WELLS, B.A., B.Sc., Ph.D.

WADDINGTON : FRANK, Preston.

And the following Licentiate who is qualified under Section IV, Clause 4 (c) (ii) of the Supplemental Charter of 1925 :—

TOMLINSON : JOHN WILLIAM, Luton.

#### AS ASSOCIATES (22)

ALLAN : ALFRED EASTON [Passed five years' course at the School of Architecture, Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination], Aberdeen.

BARKER : EDGAR JAMES [Passed a qualifying Examination approved by the Royal Australian Institute of Architects].

BLAKER : MISS BETTY HELEN [Final], Farnham Royal.

BROAD : RODNEY [Special Final Examination], Singapore.

BROOKHOLDING-JONES : ADRIAN HUGH [Passed five years' course at the Architectural Association. Exempted from Final Examination].

CHAPMAN : EDWARD GILBERT JOHN, A.A.Dip. [Passed five years' course at the Architectural Association. Exempted from Final Examination].

BLACK : GORDON DAVID [Passed five years' course at the School of Architecture, Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination], Aberdeen.

EMSLIE : CHARLES RITCHIE [Passed five years' course at the School of Architecture, Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination], Aberdeen.

FOWLER : WILLIAM ROY [Final], Meols, Cheshire.

GAULDIE : JOHN LYON, Dip.Arch.Edin. [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], Edinburgh.

HORSBURGH : IAN HEPBURN, B.A.(Cantab.) [Passed five years' joint course at the School of Architecture, University of Cambridge and the Bartlett School of Architecture, University of London. Exempted from Final Examination].

MARSHALL : PERCY EDWIN ALAN JOHNSON, Dip.Arch.(L'pool) [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination].

MURRAY : SIDNEY PATRICK [Passed five years' course at the School of Architecture, Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination], Aberdeen.

O'BRIEN : LESLIE DESMOND FITZ-MAURICE [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].

PERCIVAL : DAVID EYRE [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].

ROBERTS : DENIS MICHAEL [Passed five years' joint course at the School of Architecture, University of Cambridge and the Architectural Association. Exempted from Final Examination].

STOPS : MISS JEAN JACKSON [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].

TINDAL : MISS SHEILA [Passed five years' joint course at the School of Architecture, University College, Dublin, and the Architectural Association. Exempted from Final Examination].

DUBLIN.

WATSON : CHARLES [Passed five years' course at the Leeds School of Architecture. Exempted from Final Examination].

WEBB : CHARLES CECIL GEORGE [Passed five years' course at the School of Architecture, University College, Auckland, New Zealand. Exempted from Final Examination].

WHITE : ROBERT LE ROUGETEL, B.Arch. [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination].

WILSON : GEOFFREY EDWARD [Passed a qualifying Examination approved by the Royal Australian Institute of Architects].

Sydney.

#### AS LICENTIATES (9)

DE L'ORME : MAX HODEL.

DYER : GEORGE COLIN, Liverpool.

EVERITT : JOSEPH CLARENCE, Leicester.

GIBBINS : FREDERICK JOSEPH.

OSBORNE : ARTHUR LESLIE.

MOLE : STAFFORD DRAKE, Taunton.

PYE : REGINALD ALFRED JOHN, Norwich.

WIGNALL : JOHN, Southport.

YORATH : FREDERICK GEORGE, Stoke-on-Trent.

### ELECTION : 20 JUNE 1938

In accordance with the terms of Byelaws 10 and 11, an election of candidates for membership will take place at the Council Meeting to be held on Monday, 20 June 1938. The names and addresses of the candidates, with the names of their proposers, found by the Council to be eligible and qualified in accordance with the Charter and Byelaws are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary R.I.B.A. not later than Thursday, 2 June 1938.

#### AS HON. CORRESPONDING MEMBER (1)

MAGINNIS : CHARLES DONAGH, LL.D. ; President of the American Institute of Architects, Brookline, Mass., U.S.A. Proposed by the Council.

#### AS FELLOWS (7)

HOWES : JAMES FREDERICK [A. 1929], 10 Gray's Inn Square, W.C.1 ; 13 Gray's Inn Square, W.C.1. Proposed by Herbert A. Welch, Harold G. Cherry and W. J. Gomm.

JACKMAN : FRANK LEONARD [A. 1927], 10 Gray's Inn Square, W.C.1 ; 14 Warwick Road, Ealing, W.5. Proposed by Maxwell Arvon, N. F. Cachemaille-Day and W. J. Gomm.

NISBET : ALEC [A. 1920], Town Hall, Oxford ; 11 Wentworth Road, Summertown, Oxford. Proposed by E. T. Watkin, J. Brittain Adams and F. C. Mears.

SHOOSMITH : ARTHUR GORDON, O.B.E. [A. 1918], 7 Gower Street, W.C.1 ; Copthorne Bank, Sussex. Proposed by Professor A. E. Richardson, Dr. H. V. Lanchester and G. Grey Wormell.

THREADGOLD : ROBERT AINSLIE [A. 1922], c/o A. E. Shennan, Esq., 17 North John Street, Liverpool 2 ; 25 Corbridge Road, Liverpool 16. Proposed by A. Ernest Shennan, Lieut.-Col. Ernest Gee and Edgar Quiggin.

And the following Licentiate who has passed the qualifying Examination:—  
WHEATLEY : WILLIAM BAILEY, Savile House Savile Street, Hull ; 296 Victoria Avenue, Hull. Proposed by Frederick J. Horth, H. Andrew and Llewellyn Kitchen.

And the following Licentiate who is qualified under the provisions of Section IV, Clause 4 (c) (ii) of the Supplemental Charter of 1925:—

NUNWEEK : ARTHUR, Mazda Buildings, Campo Lane, Sheffield ; 20 Sandgate Grange, Sheffield. Proposed by J. Amory Teather, J. Lancashire and H. B. S. Gibbs.

#### AS ASSOCIATES (16)

AUSTIN : ROBERT PRIESTLEY [Passed five years' course at the Birmingham School of Architecture. Exempted from Final Examination], 32 Frederick Road, Edgbaston, Birmingham, 15. Proposed by George Drysdale, Holland W. Hobbiss and William T. Benslyn.

BRENCHLEY : BASIL EDWARD [Passed five years' course at the School of Architecture, The Polytechnic, Regent Street, London. Exempted from Final Examination], 84 Wilmot Way, Banstead, Surrey. Proposed by Joseph Addison, H. Lidbetter and Henry A. Douglass.

BUBB : EDWARD CAVENDISH [Final], "Sykecluan," 208 Exeter Road, Harrow. Proposed by E. P. Wheeler, Frederick R. Hiorns and Edwin Williams.

COOPER : CHRISTOPHER HAROLD [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], 8 St. Mary's Place, Bury, Lancs. Proposed by Professor Lionel B. Budden, Professor C. H. Reilly and S. Chermayeff.

EVANS : RONALD WYNN [Final], 70 Edwin Road, Rainham, Kent. Proposed by Joseph Addison, W. F. Foster and J. H. Forshaw.

FAIRTLUGH : ANDREW CHARLES, M.A. (Cantab.) [Passed five years' joint course at the School of Architecture, University of Cambridge and the Architectural Association. Exempted from Final Examination], Moushill Manor, Godalming, Surrey. Proposed by L. H. Bucknell, Frederick Etchells and W. B. Simpson.

HIRST : THEODORE JAMES [Passed five years' course at the Architectural Association. Exempted from Final Examination], 2 Canonbury Park North, N.1. Proposed by C. S. White, L. H. Bucknell and J. Alan Slater.

MORRIS : DESMOND RUPERT [Passed five years' course at the Architectural Association. Exempted from Final Examination], Wintmoor, Bickley, Kent. Proposed by C. S. White and the President and Hon. Secretary of the Architectural Association under the provisions of Byelaw 3 (b).

ORTEWELL : MISS RICHENDA [Passed five years' course at the Architectural Association. Exempted from Final Examination], Saxmundham House, Swanage, Dorset. Proposed by C. S. White, L. H. Bucknell and E. P. Wheeler.

RATCLIFF : JOHN CLIFFORD [Passed five years' course at the Architectural Association. Exempted from Final Examination], 6 Cumberland Road, Kew Gardens, Surrey. Proposed by G. Grey Wornum, R. Furneaux Jordan and Gilbert H. Jenkins.

RICHARDS : EDWIN HODDER [Final], 34 Durbar Avenue, Foleshill, Coventry. Proposed by John B. Surman, George Drysdale and William T. Benslyn.

SHARKEY : EDMOND PATRICK [Passed five years' course at the School of Architecture, Robert Gordon's Colleges, Aberdeen. Exempted from Final Examination], 157 Whitmore Road, Harrow. Proposed by R. Leslie Rollo, James B. Nicol and T. P. Bennett.

SUMMERS : NORMAN [Passed five years' course at the Architectural Association. Exempted from Final Examination], "Hillcrest," Preston Road, near Harrow, Middlesex. Proposed by C. S. White and the President and Hon. Secretary of the Architectural Association under the provisions of Byelaw 3 (b).

WALTHO : GEOFFREY [Passed five years' course at the Birmingham School of Architecture. Exempted from Final Examination], "Dungoyne," Codsall Road, Tettenhall, Staffs. Proposed by George Drysdale, John B. Surman and Ernest C. Lavender.

WILLIAMS : ARTHUR CHARLES [Final], 114a North View Road, Hornsey, N.8. Proposed by Ernest B. Glanfield, Frank Scarlett and L. Stuart Stanley.

WOODHOUSE : MISS BEATRICE ETHEL LIVESEY [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], 52 Hogarth Road, S.W.5. Proposed by Professor Lionel B. Budden, Edward R. F. Cole and J. Ernest Marshall.

#### AS LICENTIATES (10)

BENNETT : WALTER ROBERT FRANCIS, 101-3 Baker Street, W.1 ; Deepwood House, Farnham Royal, Bucks. Proposed by J. Stanley Beard, Sydney Tatchell and Herbert A. Welch.

CLARKE : WILLIAM GEORGE, c/o J. Amory Teather, Esq., Mazda Buildings, Campo Lane, Sheffield ; 54 Meadow Bank Avenue, Nether Edge, Sheffield. Proposed by J. Amory Teather, J. Mansell Jenkins and H. B. S. Gibbs.

DICK : DOUGLAS LOUIS KNOWLES, Council Offices, Poplar High Street, E.14 ; 43 Mecklenburgh Square, W.C.1. Proposed by Lt.-Col. G. Val Myer, Cecil Kennard and applying for nomination by the Council under the provisions of Bye-law 3 (d).

FISHER : FREDERICK REGINALD, 3 Lancaster Avenue, West Norwood, S.E.27. Proposed by T. P. Bennett, Harry H. Jewell and Herbert J. Axten.

GOODFELLOW : ROBERT DAVIDSON, County Architect's Department, Midlothian County Council, 10 Drumsheugh Gardens, Edinburgh ; 16 Hutchison Cottages, Edinburgh 11. Proposed by John Wilson, T. F. MacLennan and J. R. McKay.

HEATH : SAMUEL TITLEY, Borough Engineer's Office, Municipal Buildings, Wigan ; 4 Marlborough Gardens, Southport. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

JONES : LEONARD STANLEY, c/o H. J. Hewitt, Esq., Abbey House, Melcombe Street, Baker Street, N.W.1 ; "Wentways," Denham Green Lane, Denham Green, Bucks. Proposed by T. Talfourd Cumming, Cecil G. Butler and J. Harold Sayner.

LUXTON : ARTHUR CHASTEY, 15 Bedford Circus, Exeter ; Cherry Hinton, Cornford Road, Exeter. Proposed by Arthur Southcombe Parker and the President and Hon. Secretary of the Devon and Cornwall Architectural Society under the provisions of Bye-law 3 (d).

ROISER : ERNEST ALFRED, Garnons, New Barn Lane, Cheltenham. Proposed by H. Stratton Davis, C. W. Yates and applying for nomination by the Council under the provisions of Bye-law 3 (d).

TROWER : FRANK, 41a Warwick Street, Worthing ; 80 Goldsmith Road, Worthing. Proposed by A. J. McLean, A. J. Thompson and Chas. H. Wallis.

#### ELECTION OF STUDENTS R.I.B.A.

The following were elected as Students R.I.B.A. at the meeting of the Council held on 9 May 1938:—

ALEXANDER : LESLIE WILLIAM MACBRYDE, Liverpool.

ARMSTRONG : DONALD FORBES, Glasgow.

ARSCHOVIR : AVA LEO, Manchester.

ARUNDEL : KENNETH, Methley.

BURKE : MARTIN DESMOND, Dublin.

LASDUN : DENYS LOUIS, London.

MAYNARD : DARELL STUART, Coulsdon.

OSBORNE : JOHN LANDER, Birmingham.

SHAW : CYRIL GORDON, Chorley.

SMART : GORDON ALEXANDER, Aberdeen.

TEMPERLEY : ELISABETH, Patterdale.

#### R.I.B.A. PROBATIONERS

The following were enrolled as Probationers of the R.I.B.A. during the month of April, 1938:—

ARD : HUGH TEMPLETON, Kilmarnock.

ALEXANDER : LESLIE WILLIAM MACBRYDE, Liverpool.

ALTHAM : CHARLES JOSEPH, Manchester.  
 AXON : THOMAS FRANK, Addiscombe.  
 BADHAM : DOUGLAS JOHN, Oxford.  
 BAKER : HARRY RONALD, Smethwick.  
 BANNINGTON : ERNEST EUGENE, Burnley.  
 BARCLAY : WILLIAM ALAN, Southsea.  
 BARKS : ERNEST DOUGLAS, Mansfield.  
 BELL : PHILIP EDWARD, Hendon.  
 BOAK : JAMES LEONARD, Perth.  
 BOLTON : JOHN JEFFERSON, Sunderland.  
 BOYLE : LEONARD GEORGE, Upton Manor.  
 BUNN : JOHN TENNANT, Nottingham.  
 CAMPBELL : RUPERT CHAMBRE, Stanmore.  
 CARTER : CHARLES HENRY, London.  
 CHEESEMAN : EDWIN JOHN, Wallington.  
 CLARKSON : HARRY, Widnes.  
 CROFT : HAROLD ROY, Birkenhead.  
 DAVIDSON : JOHN ALEXANDER DOUGLAS, Bolton.  
 DUFFES : WILLIAM GEORGE, Perth.  
 DUGDALE : ROGER, near Ilminster, Somerset.  
 FORD : RONALD WILLIAM, Beckenham.  
 FOXLEY : GEOFFREY JOHN, East Dulwich.  
 FRANCIS : PERCY, Sunderland.  
 GAMBLE : WILSON JAMES, Magherafelt, Co. Derry.  
 GARDENER : WALLACE ALBERT KIRKPATRICK, Davenbury.  
 GARNER : MAURICE JAMES, Reading.  
 GILES : FRANK ALAN, Alton, Hants.  
 GILL : JOHN JOSEPH, Coventry.  
 GILL : RONALD GEORGE STUART, Southsea.  
 GOAD : LEON REGINALD, London.  
 GRIFFITH : ROBERT THOMAS, near Caernarvon.  
 HALES : JAMES HERBERT, Southport.  
 HALMAN : JAMES HENRY, Wrexham.  
 HARVEY : NORMAN SAMUEL, Nottingham.  
 HUSBAND : RAYMOND JOSEPH, Liverpool.  
 JOHNSON : DERRICK BERESFORD, Bruce Grove.  
 JONES : ALBERT E. E., Derby.  
 JONES : DAVID DENISON, Leicester.  
 KELLY : JOHN FRANCIS HARRY, Barnstaple.  
 KIRK : ARTHUR GEORGE, Eastwood, Notts.  
 LANE : JOSEPH ALFRED, Birmingham.  
 LEWIN : CHARLES BRUCE, Barrow-on-Soar, Leicestershire.  
 LEWIS : CHARLES RICHARD EDWARD, Stoke-on-Trent.  
 LINFORD : OWEN FINBOW, King's Lynn.  
 LOWE : RAYMOND, Liverpool.  
 McARTHUR : RONALD HUNTER, Edinburgh.  
 MACINTOSH : CECIL GIFFORD, Inverness.

MANNING-SANDERS : DAVID, Devonport.  
 MARKS : JACK, Nottingham.  
 MASON : ROBERT, York.  
 MELLER : PHILIP BRIAN JACKSON, Leicester.  
 MIER : ROBERT HEADLEY, Hartlepool.  
 MILLER : JAMES WILLIAM CORMACK, Wick, Caithness.  
 MONTGOMERIE : HECTOR GORDON, Surbiton.  
 MORRIS : THOMAS FARRINGTON, Cambridge.  
 MUIR : ANDREW RANKIN, Glasgow.  
 OLNEY : RONALD PERCY, Wellingborough.  
 OLNEY : SYDNEY HAROLD, Wellingborough.  
 PALMER : (MISS) BARBARA MARY REEVES, London.  
 PATERSON : JOHN WILLIAM, Kingston-on-Thames.  
 PAUL : CHARLES JOHN, Braintree.  
 PROOM : STANLEY JOHN, Liverpool.  
 PULLEN : PERCY THOMAS HARRY, Selsdon.  
 ROBERTS : JACK SAMUEL, Birmingham.  
 ROSSER : WILLIAM GEORGE, Northampton.  
 RUSHWORTH : GEOFFREY CHARLES KAY, Halifax.  
 RYCROFT : PETER GERARD, Ealing Common.  
 SANDERSON : PETER ANTHONY CALLEY, Salisbury.  
 SAVILL : JOHN LAURENCE, Sharesbrook.  
 SCHERZER : FRANCOIS EDOUARD REES, Peckham.  
 SHIPMAN : PETER ALLEN, Stafford.  
 SLADE : VERNON LESLIE, New Malden.  
 SLATTERY : LAWRENCE THOMAS, London.  
 SPARROW : LEONARD RICHARD, Plymouth.  
 STEPHENS : HARRY PETER, London.  
 STEVENS : REGINALD, Derby.  
 STOBBS : EDWARD, Wallsend, Northumberland.  
 SUSSKIND : JEFFRE ALEXANDER ZYSHA, Clapton.  
 THOMAS : STEPHEN FRANK EVAN, Cardiff.  
 TOZE : ALAN VERNON, Virginia Water, Surrey.  
 TRAVIS : ALAN, Slough.  
 WALKER : BERNARD GRAINGER, Grantham.  
 WEBB : WILLIAM JOHN, Stoke-on-Trent.  
 WHITE : FRANK SILVESTER, Hucknall, Notts.  
 WILD : ERIC BASIL, Morecambe.  
 WILKINSON : FRANK, Welshpool.  
 WILLIAMS : JOHN, Liverpool.  
 WILLIAMS : LEONARD PERCY, Chelsea.  
 WILLIAMS : THOMAS HENRY, Birkenhead.  
 WILSON : JOHN OXHEY, near Leeds.  
 WILSON : NORMAN RAMSAY, Glasgow.  
 WOOLLARD : RAYMOND CHARLES JOHN, Lowestoft.  
 WRIGHT : CHARLES CLARK, Kirkcaldy, Fife.  
 WYE : DONALD GEOFFREY, Slough.

## Notices

### CONFERENCE ON STRUCTURAL AIR RAID PRECAUTIONS, 13-15 JUNE 1938

The Inaugural Meeting of the Conference will be held at the R.I.B.A. on Monday, 13 June, at 8 p.m., to be followed by a course of technical lectures and discussions on Tuesday 14 and Wednesday 15 June.

Full particulars will be found on page 679 of this issue of the JOURNAL.

### THE TWELFTH GENERAL MEETING MONDAY, 20 JUNE 1938, AT 8 P.M.

The Twelfth General Meeting of the Session 1937-1938 will be held on Monday, 20 June 1938, at 8 p.m. for the following purposes :—

To read the Minutes of the One Hundred and Fourth

Annual General Meeting held on 9 May 1938; formally to admit new members attending for the first time since their election.

To read the report of the Scrutineers appointed to examine the voting papers for the election of the Council for the Session 1938-1939.

### INFORMAL DISCUSSION ON MATTERS OF PROFESSIONAL INTEREST

At the conclusion of the above General Meeting there will be an informal and private discussion on matters of current professional interest or concern. Members are invited to bring up for discussion, with or without notice, subjects of professional interest or difficulty.

### THE ELECTION OF THE R.I.B.A. COUNCIL

Members are reminded of the resolution passed by the Council in April 1936 disapproving the canvassing for votes at R.I.B.A. Council elections.

### EXHIBITION OF DESIGNS SUBMITTED IN THE COMPETITION FOR ST. ANDREW'S CATHEDRAL, SYDNEY, N.S.W.

The 30 designs submitted in the St. Andrew's Cathedral, Sydney, competition will be on exhibition in the Henry Florence Hall from Wednesday 1 June to Wednesday 15 June inclusive (Whitsun holiday excepted) between the hours of 10 a.m. and 8 p.m., Saturdays 10 a.m. to 5 p.m.

The result of the competition was announced in the JOURNAL of 10 January 1938.

### THE R.I.B.A. KALENDAR, 1938-1939

The attention of members is drawn to the leaflet enclosed with this issue of the JOURNAL. Changes of address, etc., for inclusion in the forthcoming issue of the Kalendar should be notified to the Secretary R.I.B.A. before Saturday, 2 July 1938.

### BRITISH ARCHITECTS' CONFERENCE, BRISTOL, 22-25 JUNE 1938

All members and students of the R.I.B.A. and all members and students of the Architectural Association and the Allied Societies are cordially invited to attend the Conference. Full particulars were enclosed with the issue of the JOURNAL for 25 April.

Members of the R.I.B.A. and the Allied Societies who are officials of local authorities will be cordially welcomed as delegates to the Conference.

It will greatly facilitate the arrangements if members who propose attending will fill up the fly sheet attached to the programme and return it to the Secretary R.I.B.A., 66 Portland Place, London, W.1, NOT LATER THAN 11 JUNE.

### ROYAL INCORPORATION OF ARCHITECTS IN SCOTLAND ANNUAL CONVENTION 1938

The Annual Convention of the Royal Incorporation of Architects in Scotland will take place at Inverness on Friday and Saturday, 3 and 4 June 1938.

### SPECIFICATIONS PREPARED BY QUANTITY SURVEYORS

The representatives of the Chartered Surveyors' Institution on the Joint Committee of Architects and Quantity Surveyors have drawn the attention of the Joint Committee to the practice of the quantity surveyor preparing the detailed specification instead of the architect doing so.

It is pointed out that while senior quantity surveyors in many cases are not only prepared, but prefer to write the detailed specification for the larger job—the architect supplying the necessary heads—it is rather unfair to expect the younger members of the quantity surveying profession to prepare specifications for small jobs without additional fee. In fact, they cannot afford to do so.

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The Joint Committee referred the matter to the Practice Standing Committee, who wish to point out to members that it is one of the architect's duties under the Scale of Charges to prepare the detailed specification and that if he arranges with the quantity surveyor to do this work for him he must be prepared to reimburse the quantity surveyor accordingly.

### ASSOCIATES AND THE FELLOWSHIP

Associates who are eligible and desirous of transferring to the Fellowship are reminded that if they wish to take advantage of the election to take place on 24 October 1938 they should send the necessary nomination forms to the Secretary R.I.B.A. not later than Saturday, 2 July 1938.

### LICENTIATES AND THE FELLOWSHIP

The present regulations governing the examination of Licentiates who, being otherwise eligible, wish to qualify for admission as Fellows provide that in the first place the candidates shall submit for approval by the Council working drawings of one or more of his executed buildings, supplemented by photographs and by original sketches or measured drawings of actual work, and—

- (1) should the work so submitted be, in the opinion of the Council, of sufficient merit to exempt the candidate from further examination, he may be so exempted;
- (2) if the work submitted is approved by the Council the candidate is required to submit himself to an examination;
- (3) if the work so submitted is, in the opinion of the Council, inadequate, his application is not further entertained.

By a resolution of the Council passed on 4 April 1938, on and after 1 January 1939 all candidates whose work is approved will be required to sit for the examination, which will be the design portion of the Special Final Examination, and no candidates will be exempted from the examination.

NOTE.—The above resolution will not affect Licentiates of over 60 years of age applying under Section IV, Clause 4 (c) (ii) of the Supplemental Charter of 1925.

### NEW BUILDING MATERIALS AND PREPARATIONS

The Science Standing Committee wish to draw attention to the fact that information in the records of the Building Research Station, Garston, Watford, is freely available to any member of the architectural profession, and suggest that architects would be well advised, when considering the use of new materials and preparations of which they have had no previous experience, to apply to the Director for any information he can impart regarding their properties and application.

### CESSATION OF MEMBERSHIP

Under the provisions of Bye-law 21 the following has ceased to be a member of the Royal Institute:—

*As Licentiate:*  
Henry Ernest Flinn

## Competitions

The Council and Competitions Committee wish to remind members and members of Allied Societies that it is their duty to refuse to take part in competitions unless the conditions are in conformity with the R.I.B.A. Regulations for the Conduct of Architectural Competitions and have been approved by the Institute.

While, in the case of small limited private competitions, modifications of the R.I.B.A. Regulations may be approved, it is the duty of members who are asked to take part in a limited competition to notify the Secretary of the R.I.B.A. immediately, submitting particulars of the competition. This requirement now forms part of the Code of Professional Practice in which it is ruled that a formal invitation to two or more architects to prepare designs in competition for the same project is deemed a limited competition.

### ADWICK-LE-STREET: NEW COUNCIL OFFICES

The Urban District Council of Adwick-le-Street invite architects whose offices are situated in the West Riding of Yorkshire to submit in competition designs for new Council Offices.

Assessor : Mr. John C. Procter, M.C. [F.]

Premiums : £50, £40 and £30.

Last day for submitting designs : 30 August 1938.

Last day for questions : 23 April 1938.

Conditions of the competition may be obtained on application to Mr. C. R. Marshall, Clerk to the Adwick-le-Street Urban District Council, Bank Chambers, High Street, Doncaster. Deposit £1 1s.

### CHESTER: EXTENSIONS TO CHESTER ROYAL INFIRMARY

The Council of the Chester Royal Infirmary invite architects of British nationality domiciled in the United Kingdom to submit in competition designs for new hospital buildings and alterations to existing buildings of the Royal Infirmary.

Assessor : Mr. Arthur J. Hope [F.]

Premiums : £300, £200 and £100.

The last day for submitting designs has been extended to 31 May 1938.

Last day for questions : 12 February 1938.

### DUNDEE: DUNCAN OF JORDANSTONE COLLEGE OF ART

The Governors of the Dundee Institute of Art and Technology invite architects of British nationality domiciled in the United Kingdom to submit in competition designs for the Duncan of Jordanstone College of Art proposed to be erected on a site in Perth Road, Dundee.

Assessor : Mr. Julian R. Leathart [F.]

Premiums : £500, £250 and £150.

The last day for submitting designs has been extended to 30 May 1938.

Last day for questions : 19 January 1938.

### ILKESTON: BATHS, GYMNASIUM AND FIRE STATION

The Council of the Borough of Ilkeston invite architects of British nationality to submit, in competition, designs for a Community Centre, comprising Public Baths and Gymnasium, and for a Fire Station.

Assessor : Professor Lionel B. Budden [F.]

Premiums : £200, £100 and £50.

Last day for submitting designs : 14 September 1938.

Last day for questions : 14 June 1938.

Conditions of the competition may be obtained on application to the Town Clerk, Town Hall, Ilkeston. Deposit £1 1s.

### METROPOLITAN POLICE STATION, MARYLEBONE ROAD

The Receiver for the Metropolitan Police District invites architects of British nationality and resident in the United Kingdom to submit in competition designs for a new Police Station proposed to be erected on a site in Marylebone Road.

Assessors : Mr. G. Mackenzie Trench, O.B.E., F.S.I. [F.], Mr. S. Rowland Pierce [F.]

Premiums : £300, £200 and £100.

Last day for submitting designs : 12 August 1938.

Last day for questions : 1 June 1938.

Conditions of the competition may be obtained on application to the Receiver for the Metropolitan Police District, New Scotland Yard, London, S.W.1. Deposit £1 1s.

### ROYAL NATIONAL EISTEDDFOD OF WALES, CARDIFF, 1938: ARCHITECTURAL COMPETITIONS

The Royal National Eisteddfod of Wales are promoting the following two competitions :

- (1) For a design for a scheme comprising Physical Culture Centre and Baths. Premiums : £60, £30 and £20.
- (2) For a design for a Group of Twelve Dwellings for Aged People. Premiums : £30 and £20.

The Assessor for the competitions is Mr. Percy E. Thomas, O.B.E., Hon. L.I.D., Past-President R.I.B.A.

Closing date : 11 June 1938.

Particulars of the competitions may be obtained on application to The General Secretary, Royal National Eisteddfod of Wales, 11 Park Place, Cardiff.

**ST. GEORGE'S HOSPITAL: RECONSTRUCTION**

The President, Vice-President, Treasurer and Governors of St. George's Hospital invite architects practising in the United Kingdom and Northern Ireland to submit in competition designs for the reconstruction of St. George's Hospital, Hyde Park Corner.

Assessors: Dr. H. V. Lanchester [F.].  
Mr. T. A. Lodge [F.].

Premiums: £500, £300 and £200.  
Last day for submitting designs: 30 August 1938.  
Last day for questions: 1 March 1938.

Conditions of the competition may be obtained on application to The House Governor, St. George's Hospital, Hyde Park Corner, London, S.W.1. Deposit £2 2s.

**YEOVIL: NEW TOWN HALL AND MUNICIPAL BUILDINGS**

The Yeovil Borough Council invite architects to submit in competition designs for new town hall, municipal offices, public library and museum.

Assessor: Mr. C. Cowles-Voysey [F.].  
Premiums: £200, £150, £100 and £50.  
Last day for submitting designs: 30 June 1938.  
Last day for questions: 15 March 1938.

**COMPETITION FOR TWENTY HOUSES ON THE KINGSTON BY-PASS**

Messrs. Wates, Ltd., invite architects of British nationality to submit in competition designs for a development scheme for twenty houses in a prominent position on the Kingston By-pass, New Malden, Surrey.

Assessors: Mr. Louis de Soissons, O.B.E. [F.].  
C. H. James, A.R.A. [F.].  
A Director of Messrs. Wates, Ltd.

Prizes: £75, £50 and £25.

The successful architect will be paid in addition the R.I.B.A. scale fee up to £65.

Last day for receiving designs: 18 July 1938.

Last day for questions: 4 June 1938.

Conditions of the competition may be obtained on application to Messrs. Wates, Ltd., 1258-1260 London Road, Norbury, London, S.W.16.

**FORTHCOMING COMPETITIONS**

Other competitions which it is proposed to hold, and the conditions for which are not yet available, are as follows:—

**BRIERLEY HILL, STAFFS: NEW MUNICIPAL BUILDINGS**

Assessor: Mr. Verner O. Rees [F.].

**BRIGHOUSE: NEW MUNICIPAL BUILDINGS**

Assessor: Mr. James R. Adamson [F.].

**COSELEY, STAFFS: NEW SCHOOL**

Assessor: Mr. A. C. Bunch [F.].

**EDMONTON: NEW TOWN HALL BUILDINGS**

Assessor: Mr. E. Berry Webber [A.].

**GODALMING: NEW MUNICIPAL BUILDINGS**

Assessor: Mr. Stanley C. Ramsey [F.].

**GLOUCESTER: NEW SWIMMING BATH AND FIRE STATION**

Assessor: Mr. C. F. W. Dening, R.W.A. [F.].

**METROPOLITAN EAR, NOSE AND THROAT HOSPITAL: RECONSTRUCTION**

Assessors: Messrs. Charles Holden [F.] and Lionel G. Pearson [F.].

**NEWCASTLE-UPON-TYNE: NEW MUNICIPAL BUILDINGS**

Assessor: Mr. Verner O. Rees [F.].

**SOUTH SHIELDS: ASSEMBLY HALL AND LIBRARY**

Assessor: Mr. Arthur J. Hope [F.].

**WREXHAM: NEW TOWN HALL**

Assessor: Mr. Herbert J. Rowse [F.].

**MEMBERS' COLUMN**

*Owing to limitation of space, notices in this column are restricted to changes of address, partnerships vacant or wanted, practices for sale or wanted, office accommodation, and appointments vacant. Members are reminded that a column in the Advertisement Section of the Journal is reserved for the advertisements of members seeking appointments in architects' offices. No charge is made for such insertions and the privilege is confined to members who are definitely unemployed.*

**PRACTICE FOR SALE**

ARCHITECT'S Practice in country town near London; steady income; reasonable rent; good growing neighbourhood; reason for sale principal accepted permanent appointment.—Write Box 1658, c/o Secretary R.I.B.A.

**NEW PARTNERSHIP**

MR. E. CECIL DAVIES [F.], of 25 Haymarket, S.W.1, has taken into partnership Mr. Colin Dixon [A.]. The practice will be carried on at the above address, and the style of the firm will be Davies & Dixon.

**PARTNERSHIPS WANTED**

An Associate member is seeking a partnership or a position which will lead to one, or would be willing to consider taking over the practice of a member who wishes to retire. Some capital available.—Apply Box 9538, c/o Secretary R.I.B.A.

F.R.I.B.A., 37 years experience with some of the best London, New York and Chicago offices and own private practice, requires employment with a view to partnership. Could start about 1 July. Designer, Perspectives and general office work. Capital available. Reply Box 1858, c/o Secretary R.I.B.A.

**OFFICE ACCOMMODATION TO LET**

FELLOW has first-rate principal's room and drawing office for two men (or more) to let in modern building in Westminster. Lifts, porters, heating, cleaning, lighting, £100 a year inclusive. Part-time secretary by arrangement if required.—Box 1058, c/o Secretary R.I.B.A.

HOLBORN.—Firm of architects (members R.I.B.A.) have four well-lighted offices on the second floor of their building to let for professional purposes, either together or as two separate suites. Available from 24 June next. Rent for each suite of two offices £75 per annum, inclusive.—Box 1758, c/o Secretary R.I.B.A.

**OFFICE ACCOMODATION WANTED**

MEMBER requires one small room with telephone, Lincoln's Inn or near, preferably architect's office.—Apply Box 1958, c/o Secretary R.I.B.A.

## ASSISTANT WANTED

WANTED.—Qualified Assistant, 30-35, preferably unmarried, for Kenya or Uganda. Capable of administering a Branch Office. Apply for further information and state experience and salary required to Cobb & Archer, P.O. Box 58, Nairobi, Kenya Colony

## CHANGE OF ADDRESS

Mr. BERNARD JESSOP, O.B.E. [A.], is now practising at 11 Wellington Circus, Nottingham.

## MINUTES XI

## SESSION 1937-1938

At the one hundred and fourth annual general meeting, held on Monday, 9 May 1938, at 8 p.m.

Mr. H. S. Goodhart-Rendel, President, in the chair.

The meeting was attended by about 85 members.

The Hon. Secretary announced that the minutes of the tenth general meeting held on 25 April 1938 were being published in the JOURNAL, and they were taken as read, confirmed and signed as correct.

The Hon. Secretary announced the decease of :—

Jules Coomans, Ingénieur-Architecte honoraire de la Ville d'Ypres; Officier de l'ordre de Leopold, etc. : elected Hon. Corresponding Member 1927.

Christen Emanuel Monberg, Member of the Royal Academy of Art, Copenhagen : elected Hon. Corresponding Member 1926.

James Henry Gray, elected Associate 1911, Fellow 1937.

Richard Hall, President and Hon. Treasurer of the North Wales Architectural Society, elected Fellow 1907.

Harold Oswald, J.P., elected Licentiate 1931, Fellow 1934. Mr. Oswald was President of the Northern Architectural Association and representative on the Council and Allied Societies' Conference from 1935 to 1937.

Charles Wardle Hall, elected Licentiate 1912.

Reginald Hodgson, elected Licentiate 1932.

Charles Wright Milne, transferred to Licentiate 1925. And it was resolved that the regrets of the Institute for their loss be entered on the minutes, and that a message of sympathy and condolence be conveyed to their relatives.

The following members attending for the first time since their election were formally admitted by the President :—

Fellows	
Harold W. E. Lindo	A. R. E. Leggett
C. B. Stewart	E. A. Roberts
Miss Joyce Townsend	Vyvyan Salisbury
Associates	Licentiates
Miss Muriel Alden	R. G. Bospidnick
G. Langdon-Thomas	M. J. Hamilton
	W. H. Martin

The President formally presented and moved the adoption of the report of the Council and Committees for the official year 1937-1938. The Hon. Secretary seconded the motion, and a discussion ensued.

The motion having been put from the Chair, it was resolved that the report of the Council and Committees for the official year 1937-1938 be approved and adopted.

The President stated that the list of attendances at the Council meetings had been laid on the table and would be printed in the next issue of the JOURNAL and also sent out to members with the voting papers.

On the motion of the President, a vote of thanks was passed by acclamation to Mr. Robert W. Pite [F.] and Mr. F. J. Toop [A.] for their services as hon. auditors for the past year.

Mr. Robert W. Pite [F.] and Mr. J. MacLaren Ross [A.] were nominated for election as hon. auditors for the ensuing year of office.

The proceedings closed at 9.30 p.m.

## Architects' and Surveyors' Approved Society

## ARCHITECTS' ASSISTANTS' INSURANCE FOR THE NATIONAL HEALTH AND PENSIONS ACTS

Architects' Assistants are advised to apply for the prospectus of the Architects' and Surveyors' Approved Society, which may be obtained from the Secretary of the Society, 113 High Holborn, London, W.C.1.

The Society deals with questions of insurability for the National Health and Pensions Acts (for England) under which, in general, those employed at remuneration not exceeding £250 per annum are compulsorily insurable.

In addition to the usual sickness, disablement and maternity benefits, the Society makes grants towards the cost of dental or optical treatment (including provision of spectacles).

No membership fee is payable beyond the normal Health and Pensions Insurance contribution.

The R.I.B.A. has representatives on the Committee of Management, and insured Assistants joining the Society can rely on prompt and sympathetic settlement of claims.

## Architects' Benevolent Society

## To ARCHITECTS :

Advise your clients to acquire their houses in the Life Assurance way.

No survey fees. No office legal charges.

Eighty per cent. advances ; 4½ per cent. gross interest.

Mortgage discharged in the event of the borrower's death.

Example of an advance in the case of a borrower, aged 35 next birthday, who has built a house valued at £1,000 and takes an 80 per cent. loan :—Net Quarterly Payment over 25 years, £13 (approx.).

N.B.—In the case of houses in course of erection :—One half of loan advanced when walls are up and roof on.

Write for particulars to : The Secretary, A.B.S., Insurance Dept., 66 Portland Place, London, W.1. Telephone : Welbeck 5721.

It is desired to point out that the opinions of writers of articles and letters which appear in the R.I.B.A. JOURNAL must be taken as the individual opinions of their authors and not as representative expressions of the Institute.

Members sending remittances by postal order for subscriptions of Institute publications are warned of the necessity of complying with Post Office Regulations with regard to this method of payment. Postal orders should be made payable to the Secretary R.I.B.A. and crossed.

Members wishing to contribute notices or correspondence must send them addressed to the Editor not later than the Tuesday prior to the date of publication.

## R.I.B.A. JOURNAL

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